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Scale AVIATION Modeller International

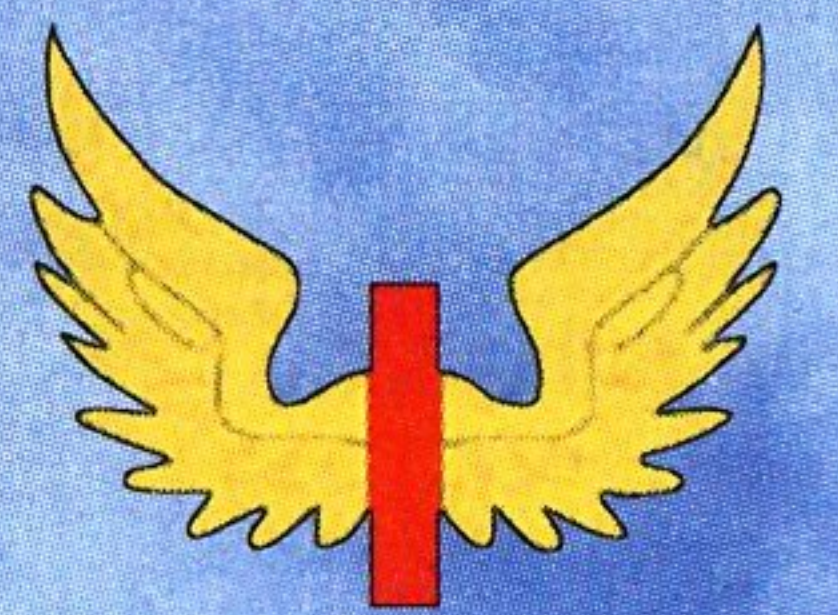


TYPHOON!

**AERO
FEATURE
SKETCHPAD**



HAWKER FURY BI-PLANE



**BORN
WITH A STING**
BY RICHARD J. CARUANA

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Me 262 A-1a

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EDITORIAL

Each month I receive a mass of letters. On the whole, thankfully, most of you seem quite happy with what we offer each month. However this month I received one from a reader who did not like what was in SAMI. The fact that a letter like this is so uncommon made me take careful stock of the points raised. The letter turned out to be a very personal request, however he also said something that did make me consider certain factors. To quote, he said 'there is too much historical content and not enough modelling'. I had a look at the last couple of issues and, yes, I must admit it, there is certainly a tendency toward too much historical stuff. Hopefully we can rectify this in future, but it is a fact that there are far more people willing to write about the 'real' aircraft than there are those who are modellers and want to write about modelling.

We have a great team of active modellers who submit work to this title and I would like to take this opportunity to thank all of them for their excellent work. I myself have learned a great deal from all of them and in many ways I have been encouraged to

approach this hobby in a new way. Having lots of people I can talk to about model making and aircraft actually encourages me to improve and that in turn makes the hobby more enjoyable.

This hobby may make for hermits, but try and get to your local model club, or join the IPMS, as it is through groups such as these that we can all develop new skills and enjoy the hobby further. If you don't have a group near you, then why not set up your own. It is a little extra work but I am sure you will be amazed at the number of like minded people you find living in your area. Finally remember we are here to help and, if you want to get in contact with fellow modellers in your area, you are welcome to use our 'Clubs and Societies' page for the initial invitation.

Until next month, enjoy your modelling and just think of me as I am a modeller about to undergo the worst torment known, I am moving house! Oh, No, I will have to stop model making for at least five days - withdrawal symptoms, quick someone get me some limited-run plastic to sand!

Richard A. Franks
Editor

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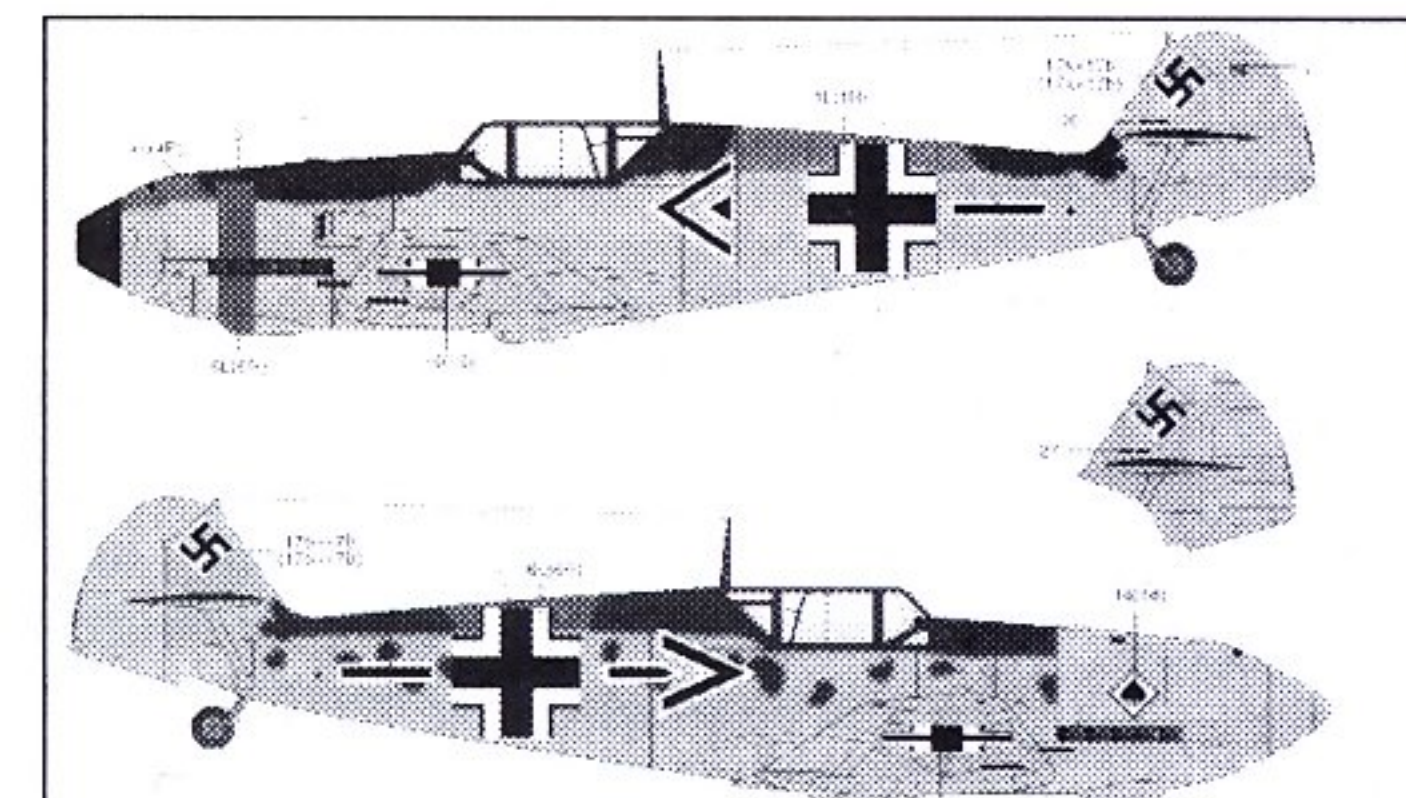
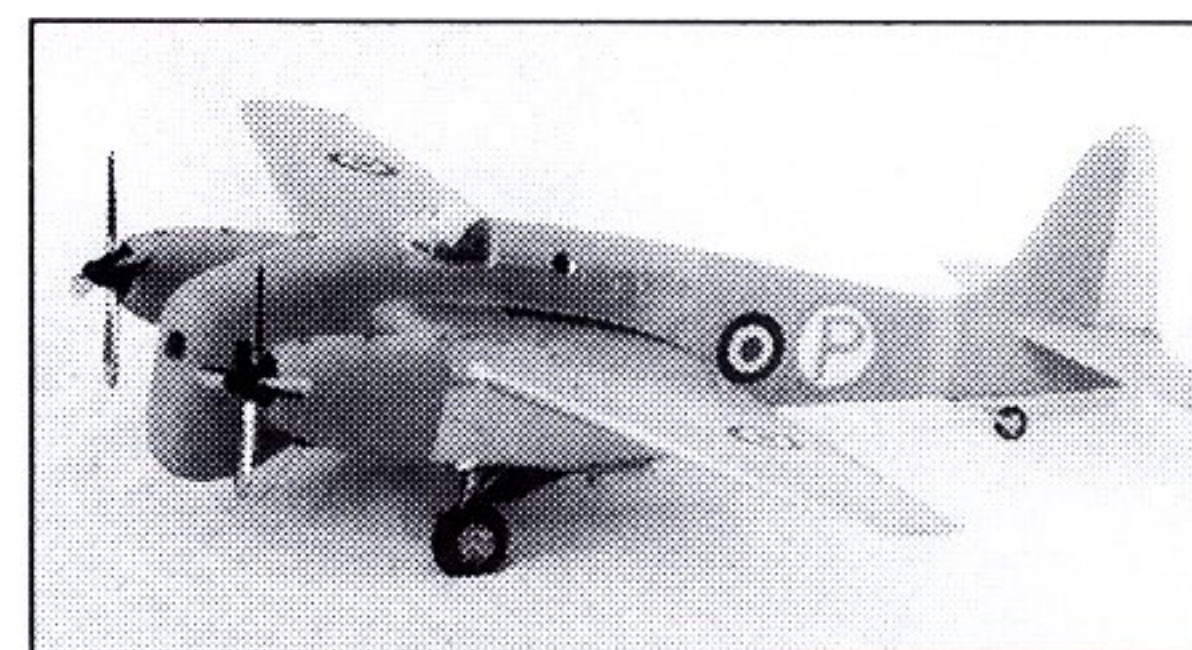
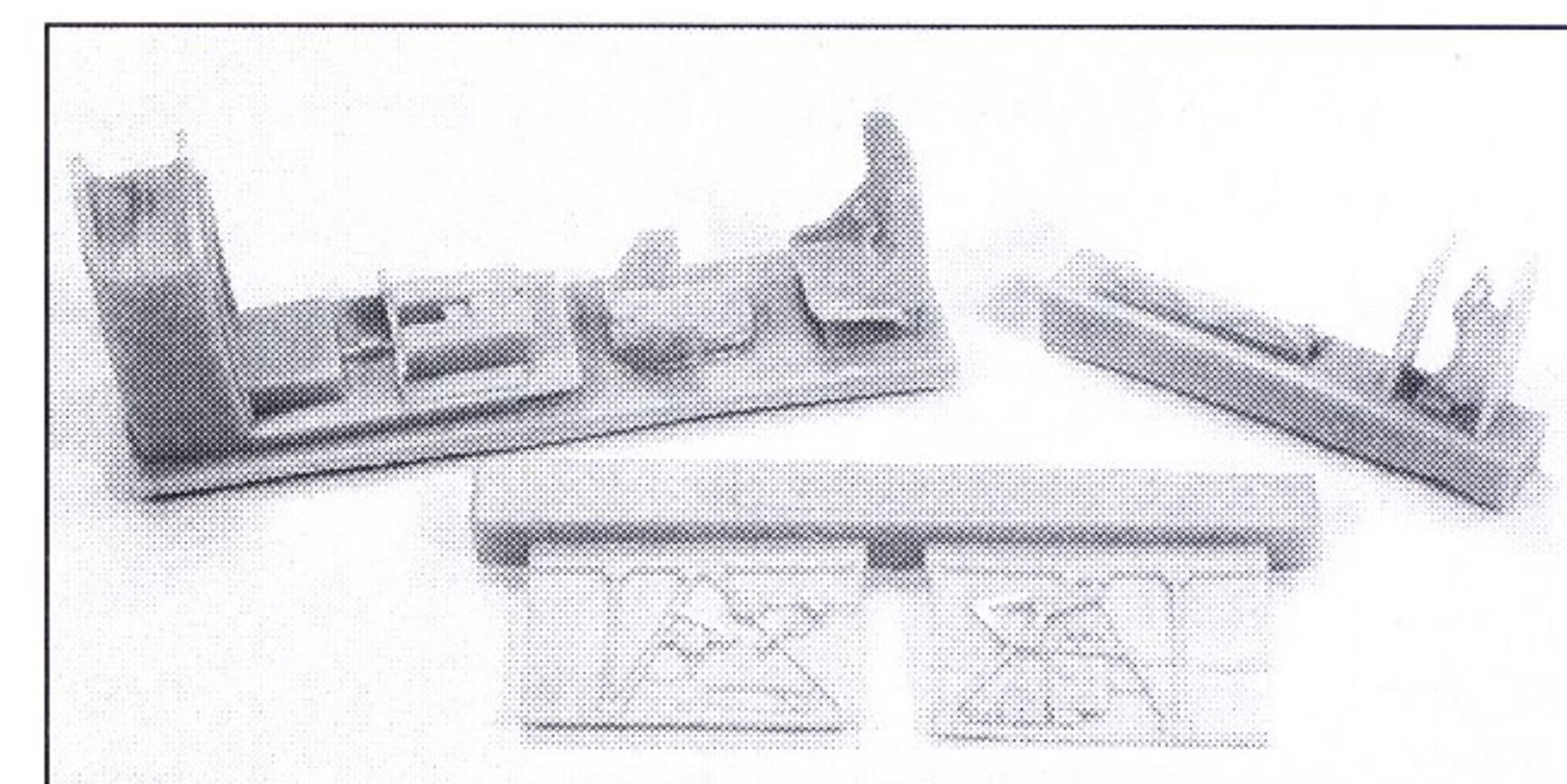
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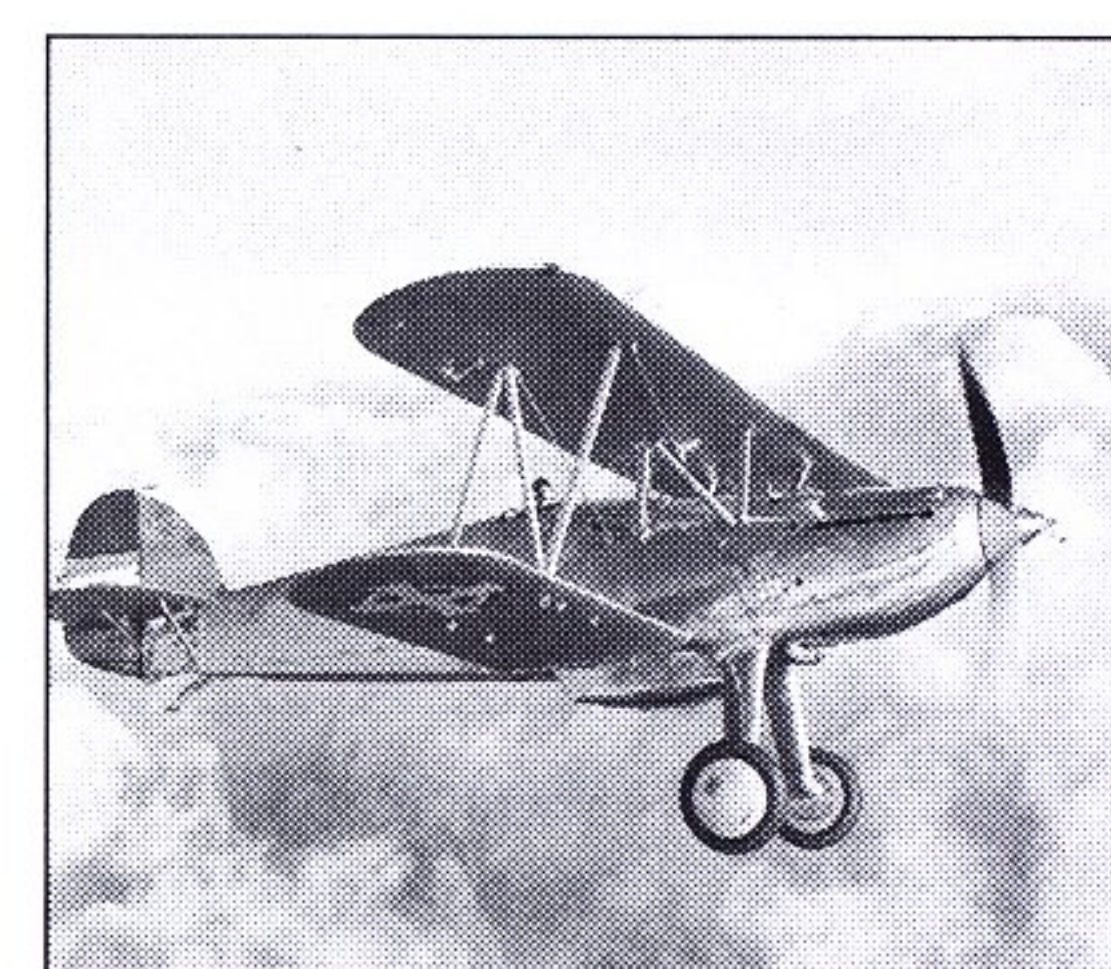
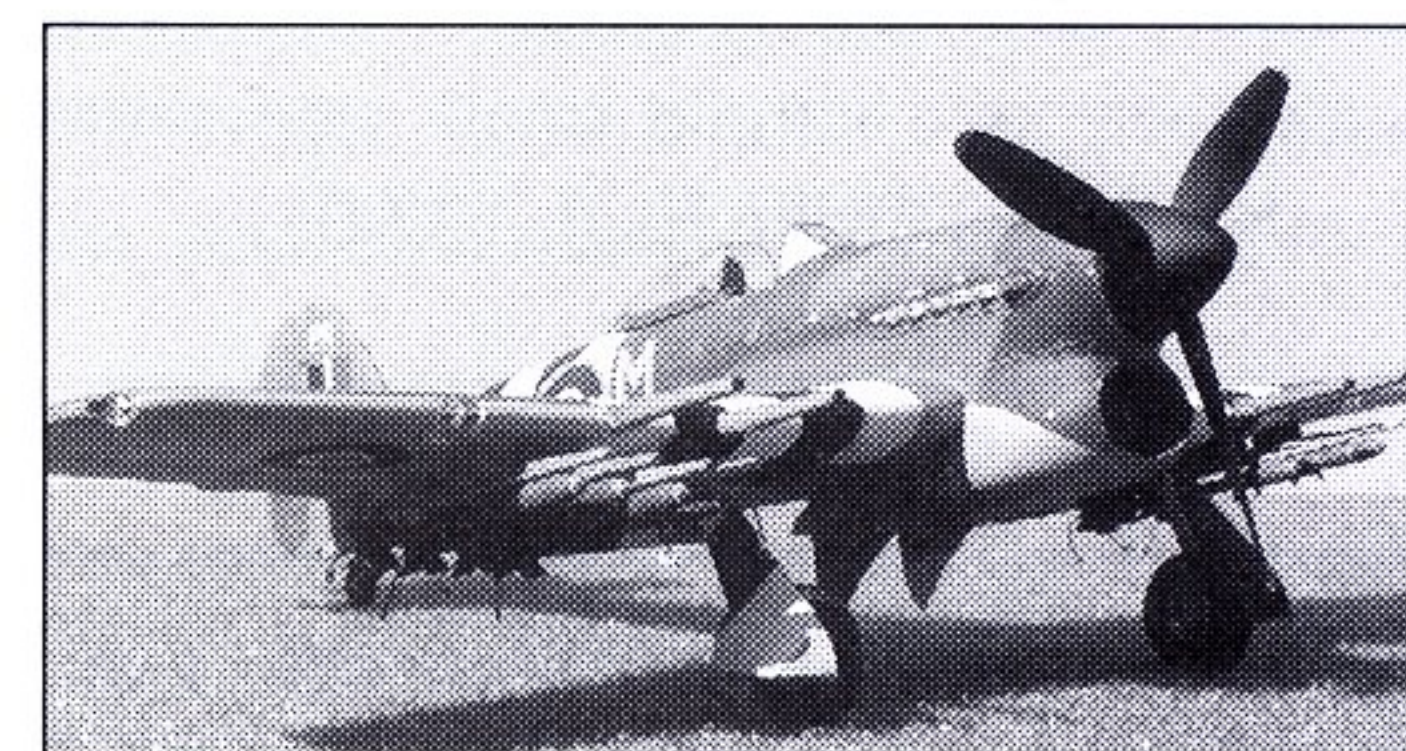
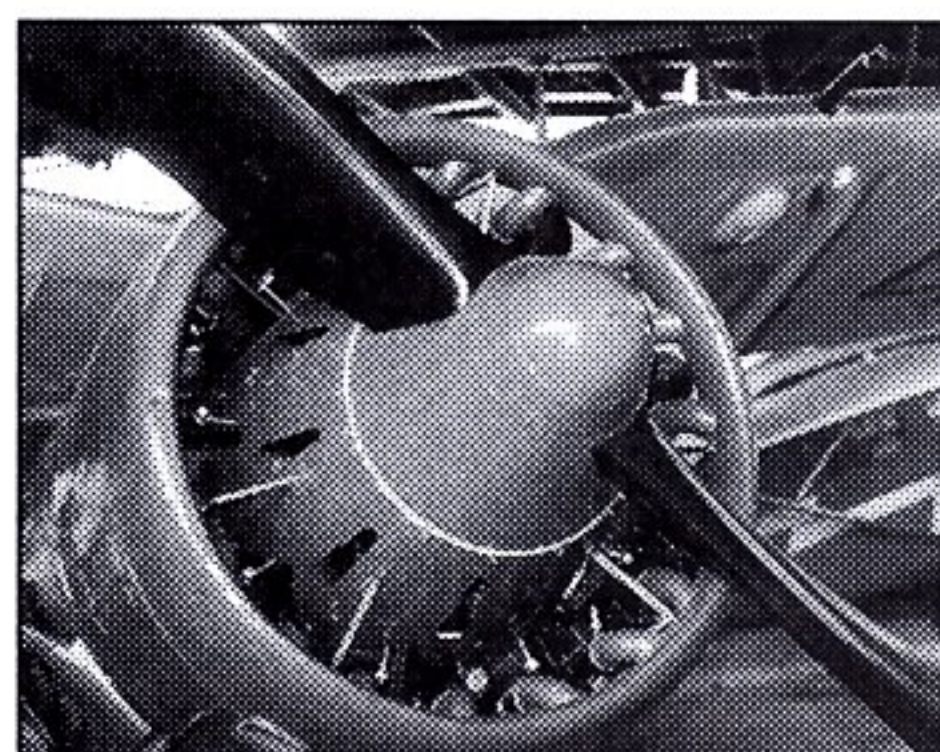
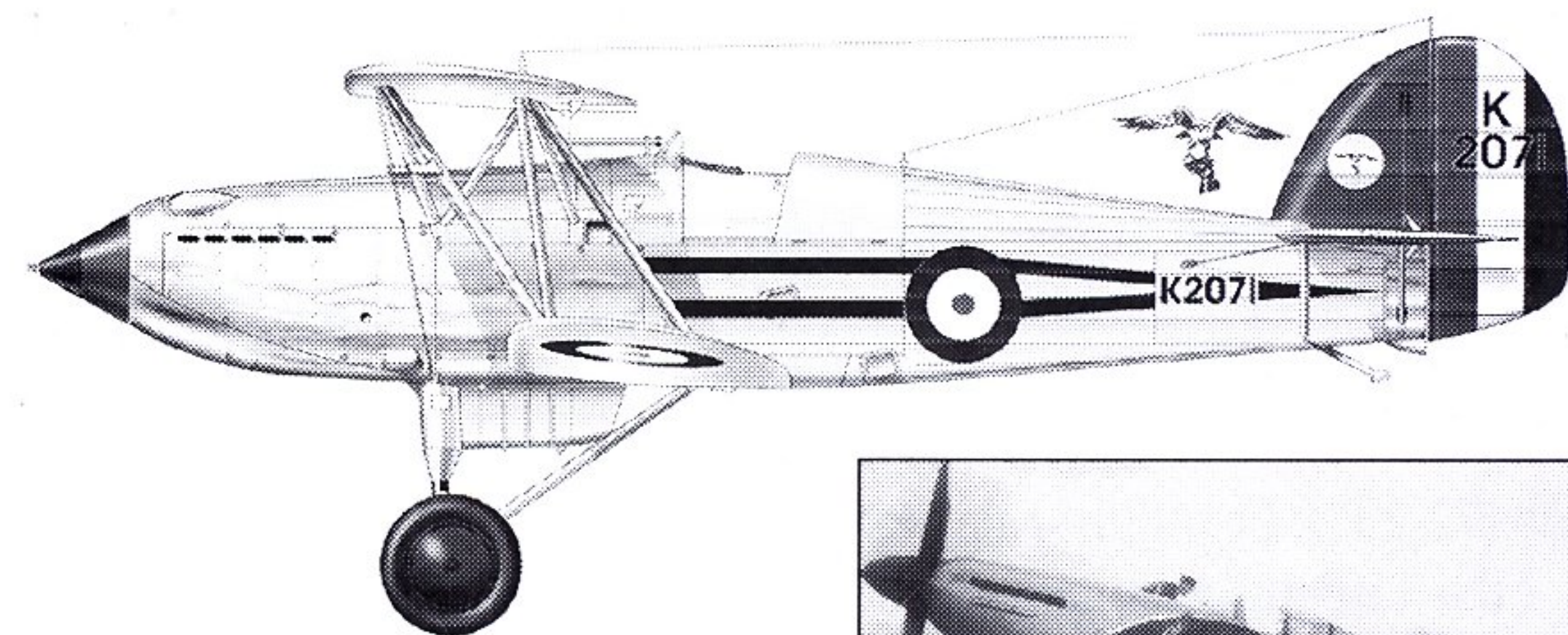
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News Update

Eduard

The 1/48th scale Hawker Tempest from Eduard, which we covered last month (See Vol 3 Iss 7 Page 416), should be available by the time this is read. The standard kit, without the resin, metal and etched detail parts will retail for £12.95, while the updated version ('Profi Pack' range) should be £17.95. The 'Profi' version will include markings for Closterman and MacKennaugh plus two others, one a target tug. (TT.5).



A subject which has been overshadowed slightly by the Tempest due from this source, is the Bell X-1 in 1/48th scale. The kit is due soon and will offer injected plastic main parts with recessed panel lines and a fully detailed cockpit. The kit will use the new LTM method of injecting plastic and will therefore no longer rely on etched brass for the detail parts.



Contact Four Plus UK for further details.

The latest etched brass sets from this source are, in 1/72nd scale, PZL P.23 (72-223), UH-34D Sea Horse (72-224), A-1J/H Skyraider (72-227), F-89D/J Scorpion (72-228) WWII US Seat Belts (72-229), Fw 190D-9 (72-230) and Buffalo (72-233). In 1/48th scale there are sets for the TBF-1C Avenger (48-187), F-82E/G Twin Mustang (48-190), F4U-1 Corsair (48-194), Bf 109E-3/4 (48-196), P-47D (48-197), P-51B Mustang (48-199), P-51D Mustang (48-200). In 1/32nd scale there is a simple small set for the Tamiya F-15E Strike Eagle (32-031).

Sky Models

A new firm from Italy, this company are producing a 1/48th scale kit of the SIAI Marchetti SF-260. This kit will comprise 51 resin pieces, a vac-formed canopy and decals for Belgian, Italian and Aeroclub D'Italia machines.

The UK price for this kit will be around £25.00.

Reheat

New from this source are two versions of the recovery tractor used for the Me 163 Komet. The first version is the type which used a hydraulic lift system, while the

other includes the inflatable bags used to lift the machine. Each kit is 1/48th scale and they are resin with etched detail parts. The UK price for each is £28.50 and you can contact Reheat on 01225 768964 for more details.

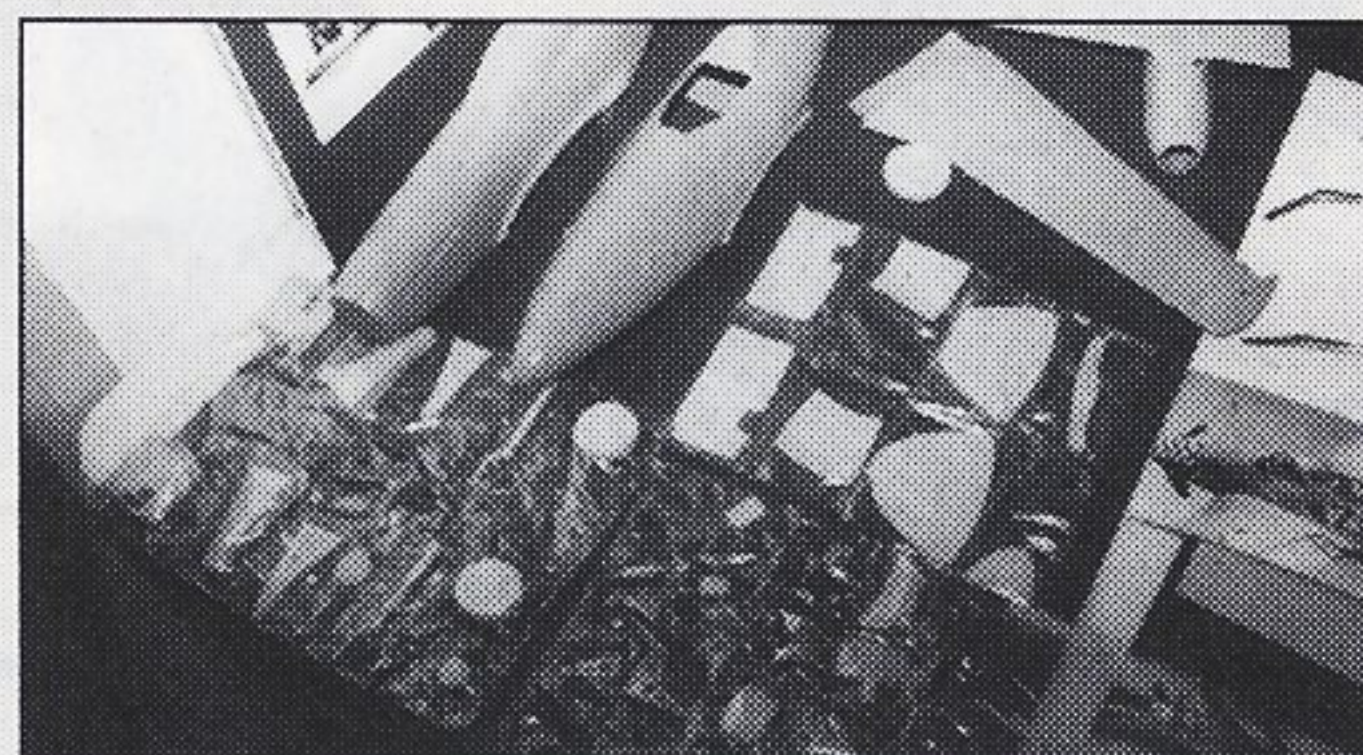
Azur

This firm was mentioned last month (See Vol 3 Iss 7 Page 406) and I stated that the range was not, as far as we knew, going to be available in the UK. However it is now being listed by Hannants and the first kit due will be the Latecoere 298 twin float torpedo carrying fighter. This 1/72nd scale kit will be limited-run injection moulded plastic with etched detail and decals for French and German markings. It will retail for £10.00.

In the future there will be the Heinkel He 60 (£12.00), the Breda Ba.65 (£8.00) and Loire 130 (£10.00).

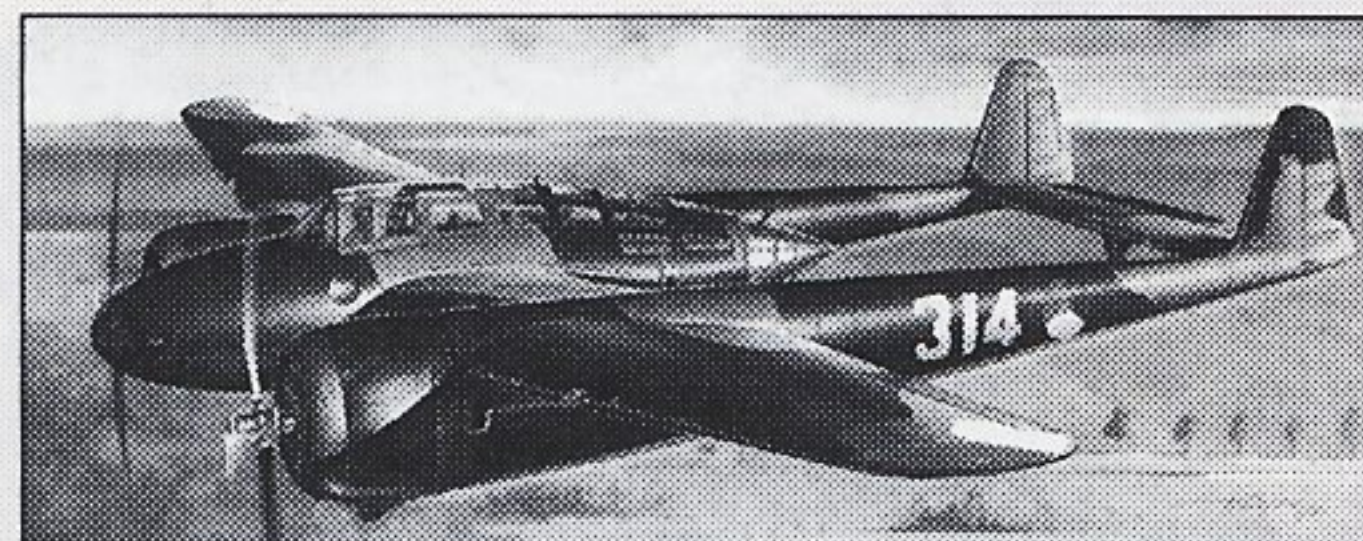
MPM

We mentioned a range of 1/18th scale kits from this company during our report from the US Nationals last year (See Vol 2 Iss 9 Page 578). The first was to be the Messerschmitt Me 262 and this is now nearly ready for release. The kit features reinforced resin main components and all the other details in etched brass, resin and metal.



In my report I stated that the US price was going to be \$250-350. Well, they are now ready, nearly a year later, and the retail price has risen to a staggering £595.00!

To follow will be a similar 1/18th scale kit of the North American P-51D Mustang.



In the more usual 1/72nd scale range, the most recent release is the Fokker G-1 'Reaper'. This twin-boom all-wood Dutch fighter will be limited-run injection moulded plastic with etched detail parts. An interesting point about this kit is that there are no vac-formed clear parts used. The entire central pod is included as a clear part, but injected!

Due later in July will be the Junkers W.34 with floats and this will be in the same format as the previous kit and each will retail for £11.50.

Magna Models

The next couple of kits due from this source will be the Miles Master Mk I/la

with Kestrel engine and the Bristol Brigand. Both will be to 1/72nd scale and will comprise resin, white metal and vac-formed clear components.

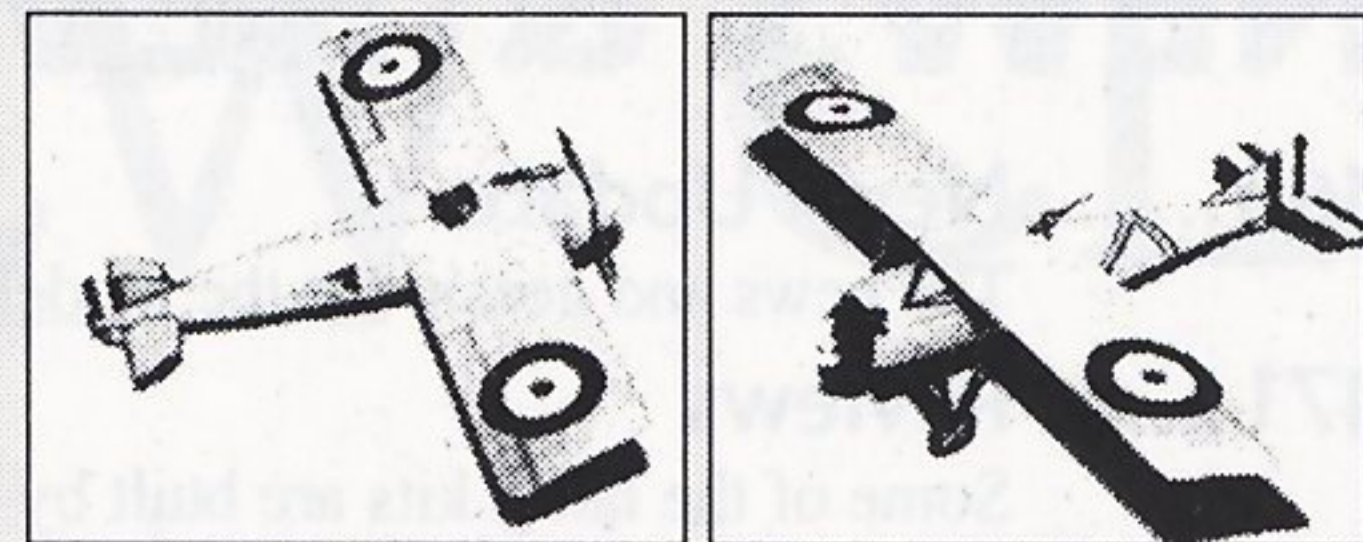
Elan

A new range of individual figures in 1/48th scale have recently been launched by Elan. The first on offer are a USAAF WWII pilot (seated), Luftwaffe WWII pilot (seated) and an RAF/FAA pilot (seated). To go with these are standing figures of a Luftwaffe pilot and an RAF WWII era pilot.



Each figure retails for £2.50.

Airdoc



This French firm are producing a number of early machines in 1/72nd scale (See Vol 3 Iss 3 Page 404). We were unsure of the price for this range or their availability in the UK, however the range is currently being listed by Hannants and will retail as follows:

Morane Saulnier P	£13.00
Morane Saulnier BB	£13.00
Morane Saulnier AC	£13.00
Caudron G2	£15.00
Farman MF20	£15.00

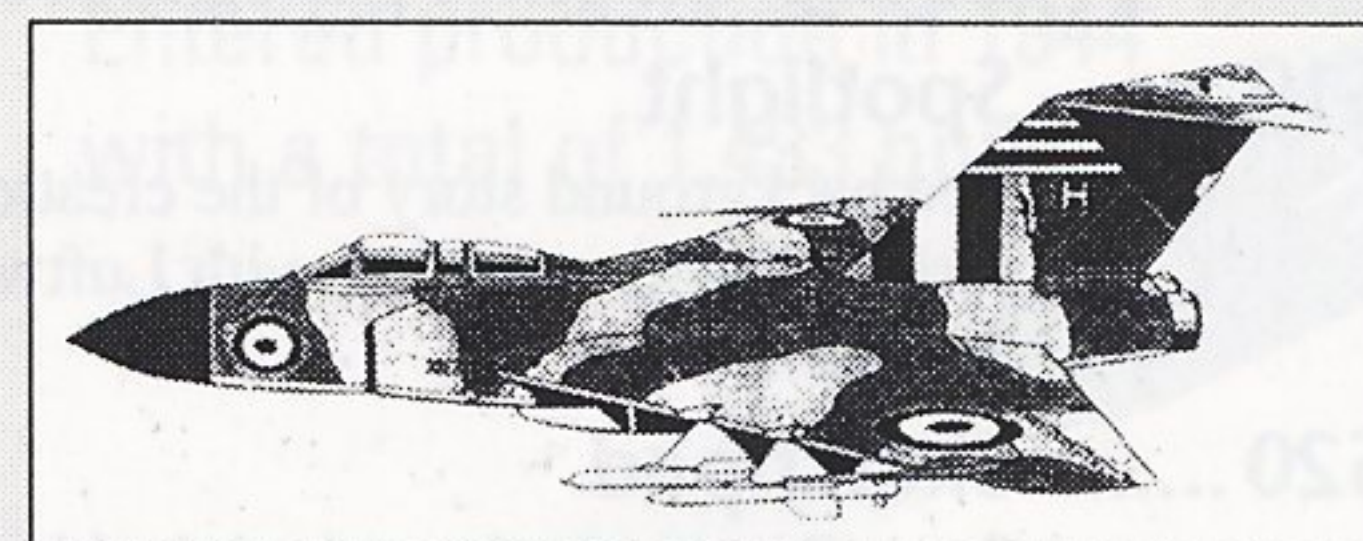
To follow will be 1/72nd scale kits of the Socata TBM700, Bloch 151/152, Dassault Mystere 10, Fokker D.V, Voisin LA3 and the Aviatik B.3.

Each kit is resin with etched detail parts.

Dovy Models

The 1/48th scale resin kit of the Miles Magister mentioned last month arrived in late June. The kit looks well cast, although it does not include metal parts or decals. It retails for £19.50.

Dynavector



The next kit due from this source will be the Gloster Javelin FAW.9 in 1/48th scale. The kit will feature vac-formed main components, metal detail parts and weapons and etched vortex generators and missile fins. The kit will also feature a large decal sheet with many options and a mass of stencils.

It will retail for £32.00.

RCR Models

One of the most attractive Italian aircraft of WWII has recently been released in 1/48th scale by this firm. The subject is the Fiat Cr.25, although it is unfortunately extremely expensive in the UK at no less than £99.95.

Pavla

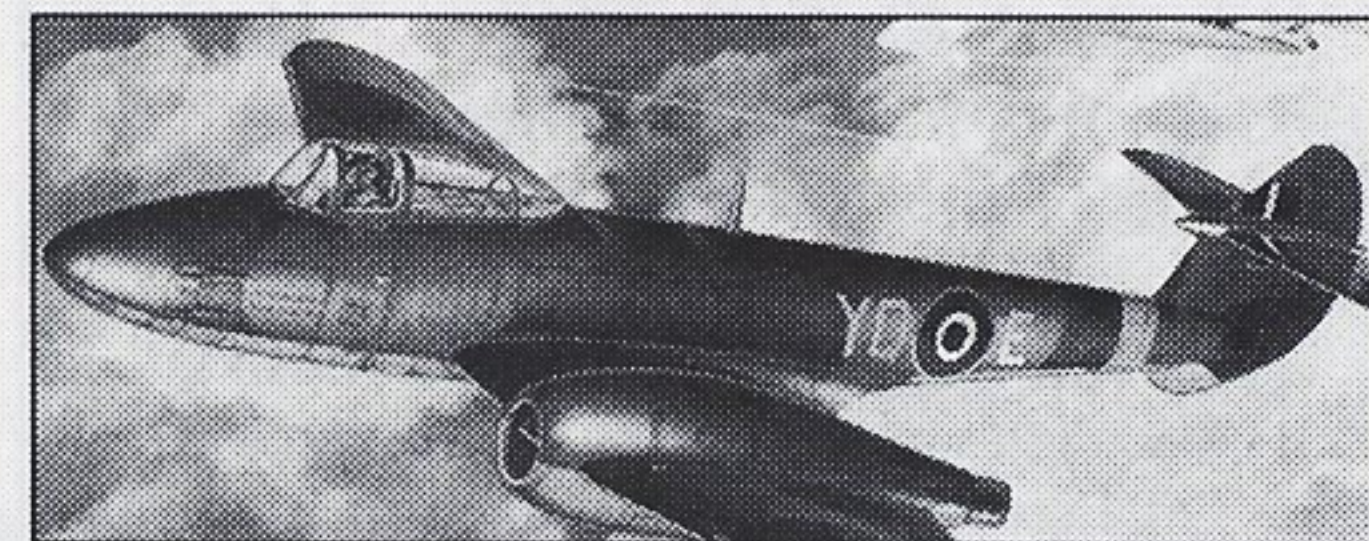
The most recent release from this Czech firm is the Vought F6U-1 Pirate to 1/72nd scale. The kit is limited-run injection moulded plastic with etched brass detail parts and vac-formed clear canopies.

The kit will retail for £11.50 and is available from Hannants.

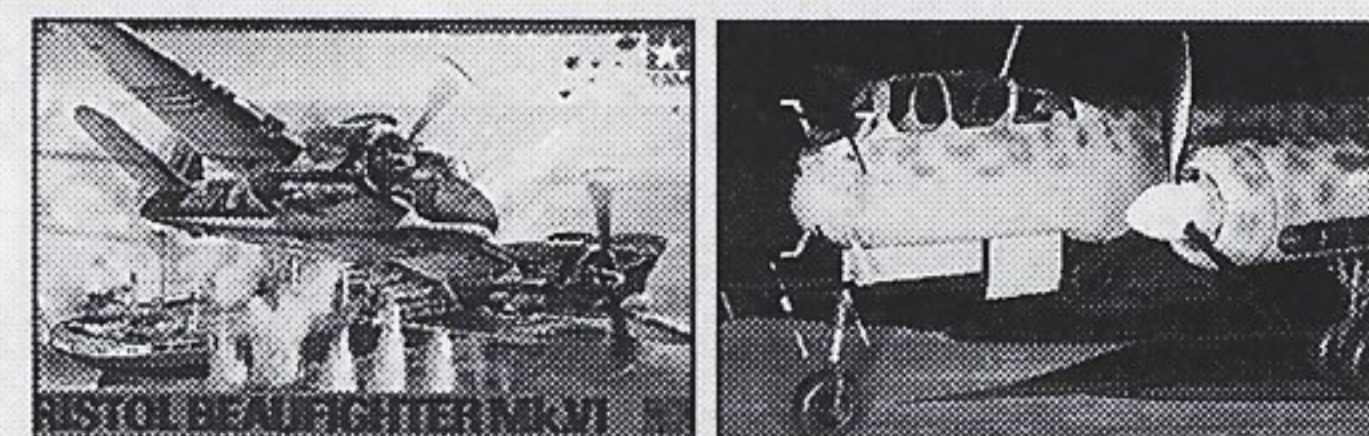
Czechmaster

A new release available in this range from Hannants is the Arado Ar 66C in 1/72nd scale. The kit is resin with vac-formed clear parts and will retail for £11.75 from the above source.

Tamiya



The Meteor F.1 arrived in the UK in late June and the price for this and the Beaufighter have been reduced to just £15.99. I think this is good for the Meteor, but for the Beaufighter it represents excellent value. A point of interest for all of you that already have copies of the Beaufighter, the decal option for T9068/V of 272nd Sqn, Malta 1942 is fictitious! Serial T9068 is for a Sunderland. The correct code is T5048, and before you all rush off to change the serial note that although this machine is a Mk VIc it has the straight, not 'V' tail that is depicted in the kit and the oil cooler on top of the cowls are the wrong shape. Stay tuned for more on the Beaufighter in the next two editions of this magazine!



The Aichi M1A6 Seiran will also be available at £15.99 and it should be out in late July. The He 219 mentioned in the 'Stop Press' last month is now listed, although without any UK price.

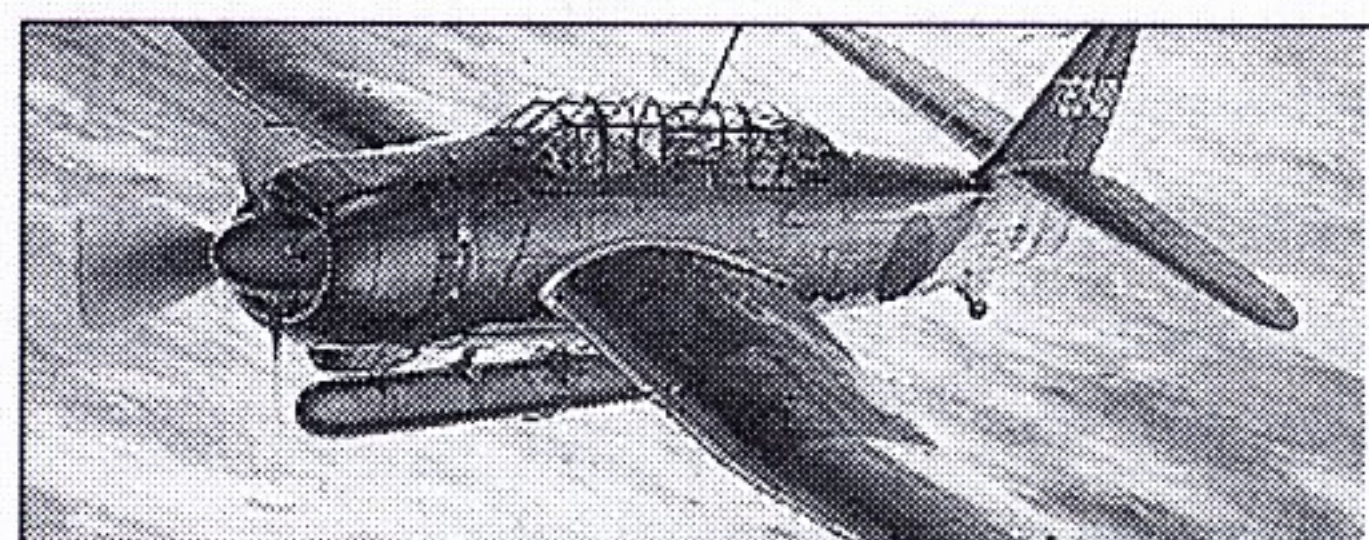
As yet the 1/72nd scale kit of the Seiran and land based Nanzan are not listed, but hopefully they will also reflect Tamiya's reduced pricing structure.

Gossip from Japan about this company includes mention of a B-17 in 1/48th scale, as well as the Blenheim in at least two versions (Mk If and IV). The A-3 Skywarrior is not ruled out yet and there is also talk of a few other 'surprises' for 1997. Not all of which are in 1/48th scale! Biggest rumour in regard to 1/48th

scale kits though is the reported release of a Swordfish from this source. We believe this is, in fact, incorrect and have had no confirmation of this type from sources in Japan.

As far as release dates go, the He 219 is due out in Japan in October and the Seiran in late June. The 1/72nd scale Seiran is due in late July, with the Nanzan in late September. The 1/32nd scale McDD F-4J Phantom is scheduled for late July.

Hasegawa



New for this month from this source should be the F-16C now in Thunderbirds markings in 1/48th scale. Also due is the B7A2 Ryuseikai (Grace) which we mentioned last month. The new Bf 109G-6 from this source should also be available in the UK before too long. The kit has already been seen in the USA and although I had reservations about the shape of the tail in this kit, the model looks very good.



In 1/200th scale there will be the YS-11.

Noted in the USA were a series of 'High Tech Decal' kits which included the 1/48th scale Type 21 Zero and the Spitfire Mk Vb 'I.R.Gleed'. I am unaware of what these 'high tech' decals are and if they will be imported into the UK.

J.V. Models

This firm produces resin conversion sets and the first available will allow you to convert the K.P 1/72nd scale Su-7 into the Su-9 or the Su-7 into the Su-11. There are also sets to convert the Pioneer Su-21F into an Su-15A, Su-15UT, Su-15D, Su-15TM or Su-15UM. Each set is resin and vac-formed clear and they retail for £9.50 each.

Aires Hobby Model

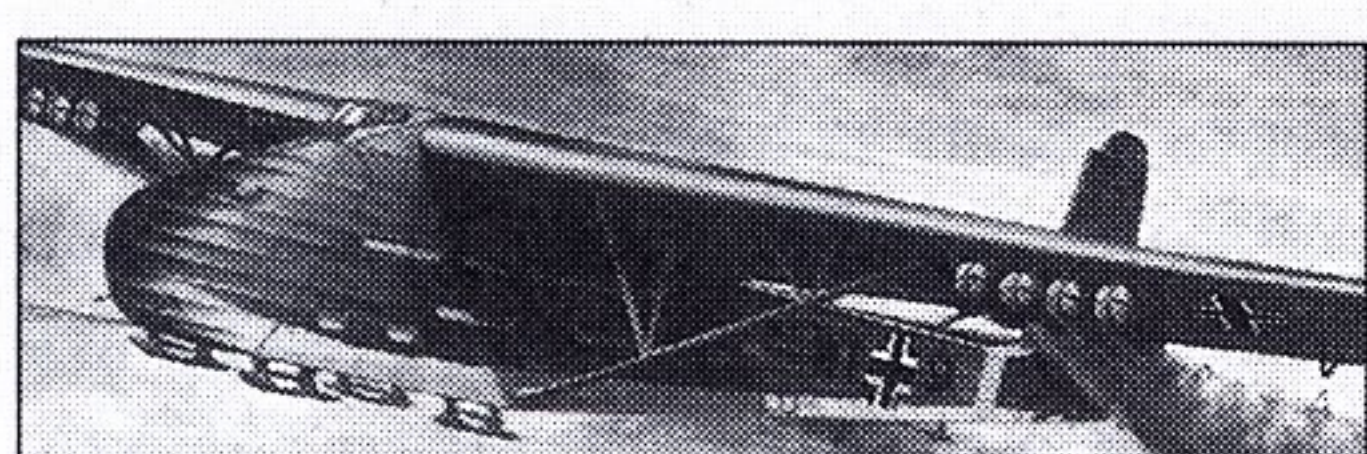
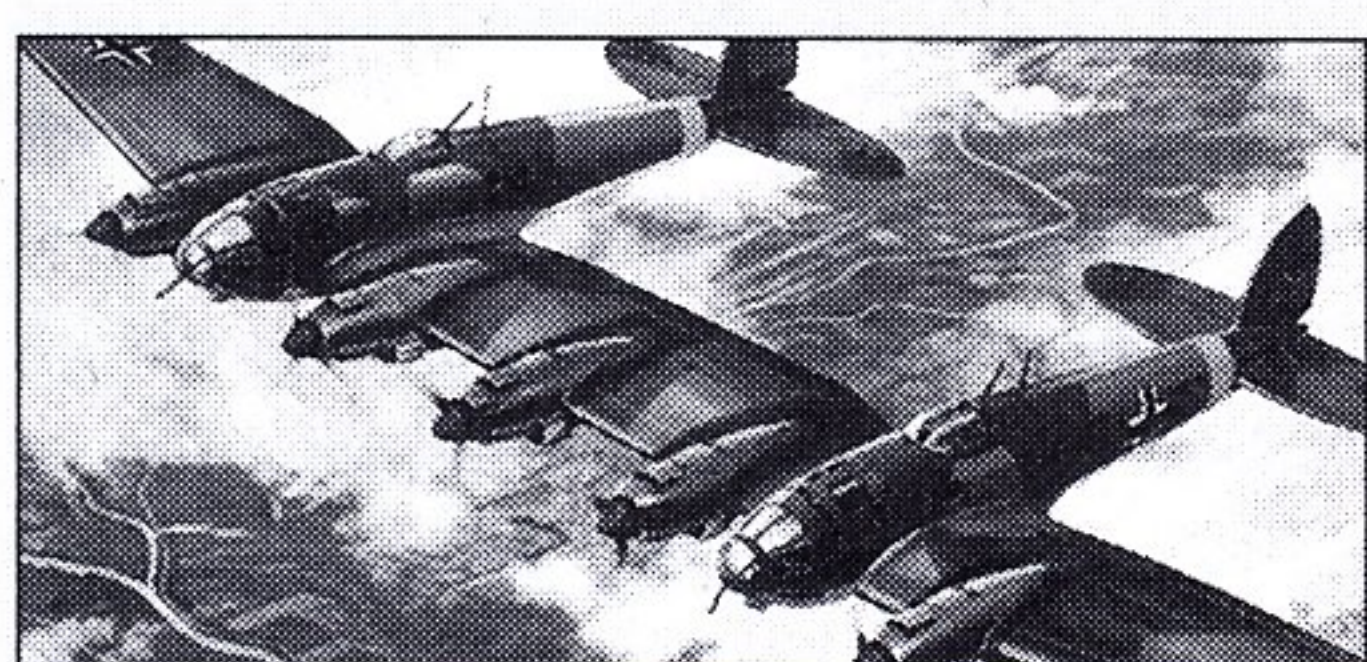
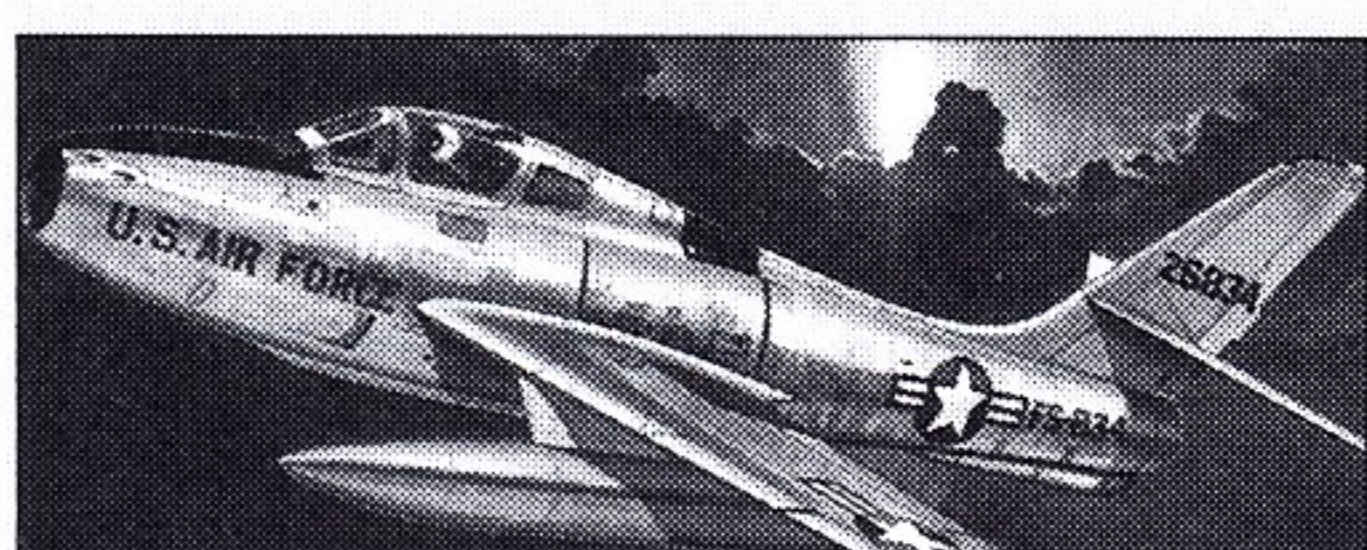
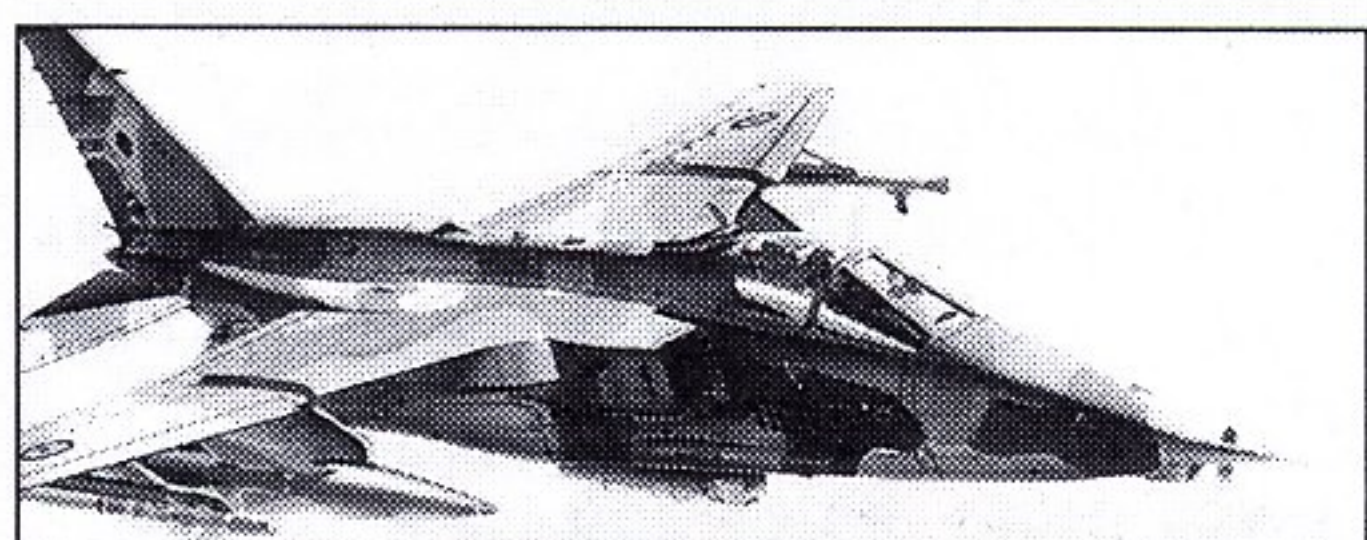
A number of new detail sets are due from this source very soon. In 1/48th scale there will be a detail set for the Hasegawa F6F-5 Hellcat. This set, 4812, will feature resin and etched brass detail and will retail for £17.60. Cockpit details sets will include one for the Hobbycraft Avia S-199 (4820), which will retail for £5.60 and one for the Hasegawa F-86F Sabre (4822) at £5.60. Accessory packs will include a set of 13mm MG131 guns (£1.50), MG13 machine guns (£1.50) and a set of separate control surfaces for the Focke Wulf Fw 190D-9 (£1.50).

In 1/72nd scale there will be a Packard Merlin (£3.45), a detail set for the interior of the Hasegawa Focke Wulf Fw 190D-9 (£3.45) and a set of MG151 20mm guns (£1.50).

The Aires range can be obtained from Four Plus UK.

Italeri

There has not been much from this source this year, considering the number of kits announced at the beginning of the year. However recently they have released the Jaguar 'A' in 1/72nd scale (£5.99).



Re-issues from this source are the F-84F Thunderstreak (£5.99), the Messerschmitt Me 321 glider (£25.00), Heinkel He 111Z 'Zwilling' (£16.99) and the Douglas DC-3 (£7.99). This latter kit comes with Classic Air, Lufthansa, Air Force, Alitalia and KLM markings.

Verlinden

An update set for the Monogram Bf 110G-4 has been released by this company. The set contains resin and etched brass parts and retails for £15.75.

Hi-Tech

This source has released a new range of accessory packs under the title 'One-O-Nine' and as you can guess they all deal with Luftwaffe subjects, in 1/48th scale.

So far you can get an update set for the AMT/Eschi Henschel Hs 129 which comprises engines, cockpit interior, flaps, control surfaces, wheels and gun muzzle (109.001). Next is a set for the Hasegawa Bf 109F or G (109.03) which offers a cockpit tub, weighted main wheels, control surfaces and vac-formed canopies. The final set, 109.012, is an

update for the Bf 110G kit by Monogram. Each of these retails for £10.00.

Also available in the range is a Reichenberg IV conversion based on the new Tamiya V-1 kit. This conversion, 109.025, is resin and retails for £9.00.

New in the standard Hi-Tech kit range is a cockpit update for the Tamiya Meteor (48045) and this will retail for £10.00. Also due is a Tempest update for the Eduard kit (48029) which will include a new canopy, separate rudder, elevators and flaps, plus weighted main wheels. It will retail for £10.00.

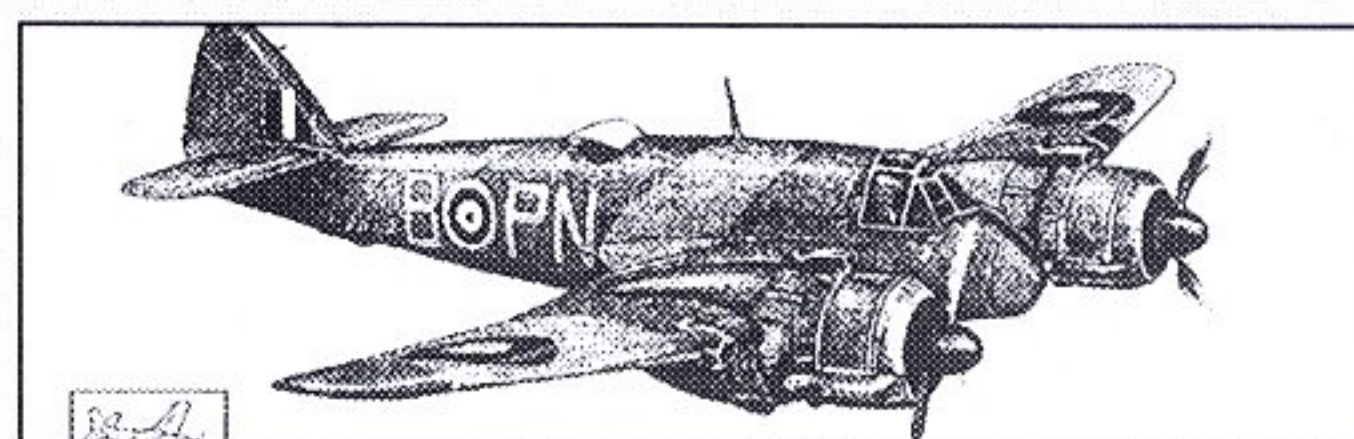
In 1/72nd scale there will be a cockpit detail set for the Hasegawa Dewoitine D.520. It will be resin and will retail for £8.75. A conversion for the two-seat Bf 109G-12 based on the Revell 1/72nd scale Bf 109G-10 kit is also due. This conversion, 72040, will comprise resin and vac-formed clear pieces and will retail for £8.00.

Falcon

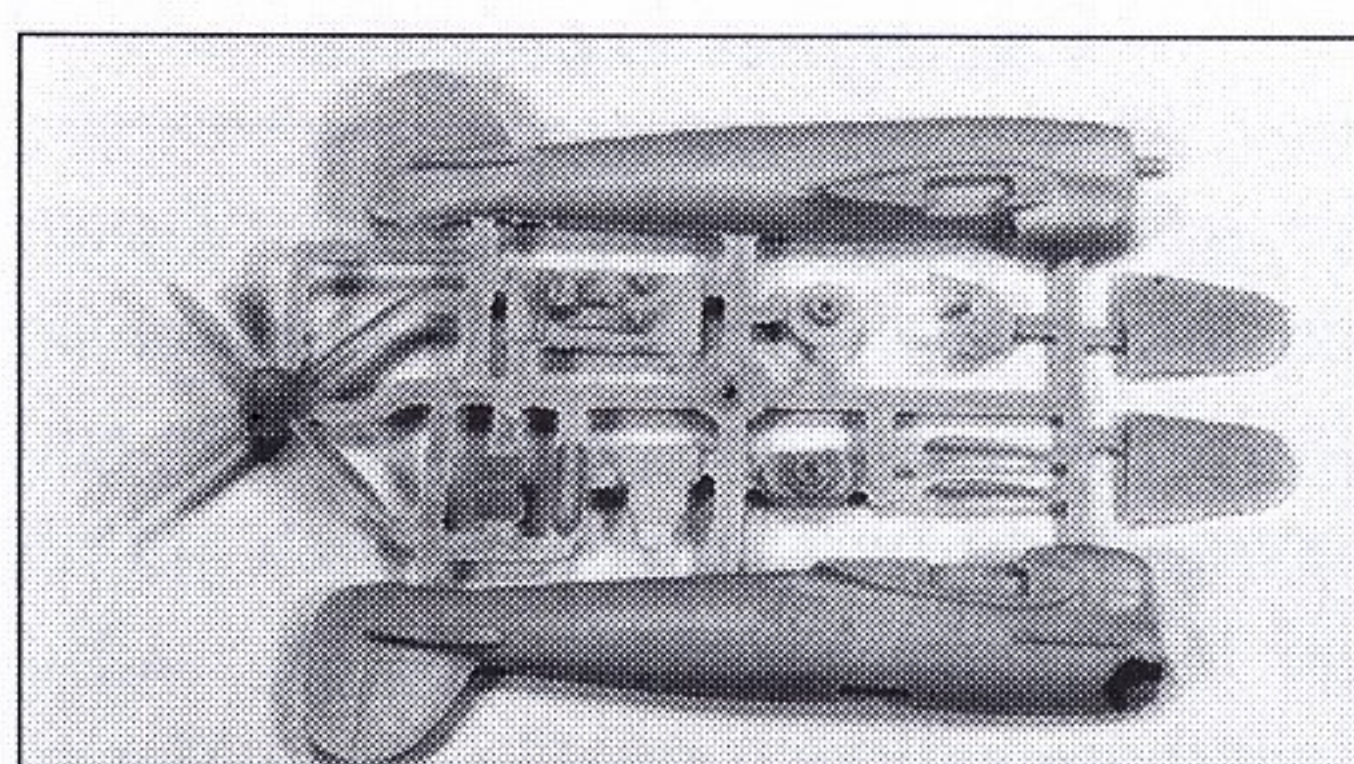
The next 'ClearVax' set of canopies due from this source will deal with the French types in 1/72nd scale. In the main these will be WWII era although there will be some modern types such as the Super Mystere, Ouragon and Atlantic as well as, maybe, even the odd helicopter. Also due, as an individual canopy, will be the Vindicator in 1/48th scale for the HiPM kit (that will please many I am sure).

As far as kits go there will be another boxing of the Bf 109G-12 two-seater in 1/48th scale and this will be followed by a series of Spiteful/Seafang kits.

High Planes



The Bristol Beaufigther Mk Ic with the early style canopy and RAF markings is available in 1/72nd scale from this source. The kit features a captured example in French markings as well as three RAF schemes. It will retail for £22.40 and consists of limited-run injection moulded plastic pieces with white metal detail parts and vac-form clear canopies.

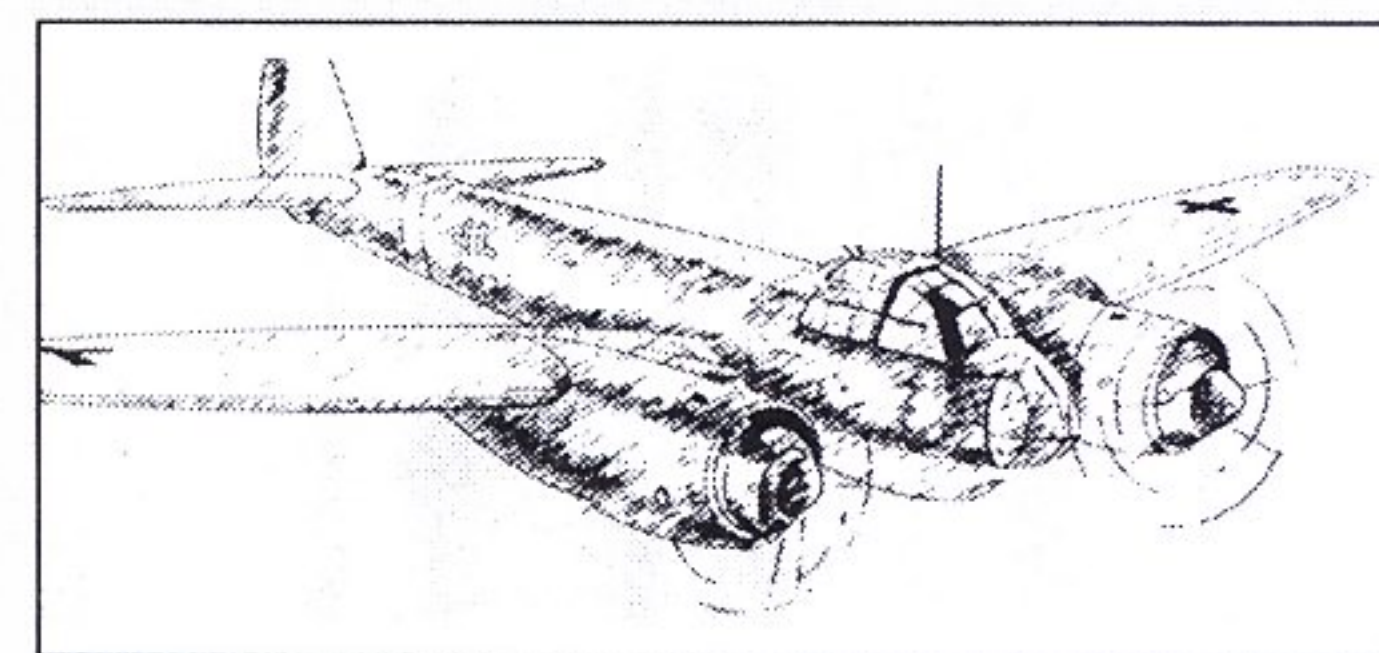


The test shot of the 1/72nd scale Typhoon from this source has been seen and it looks most impressive.

Dragon

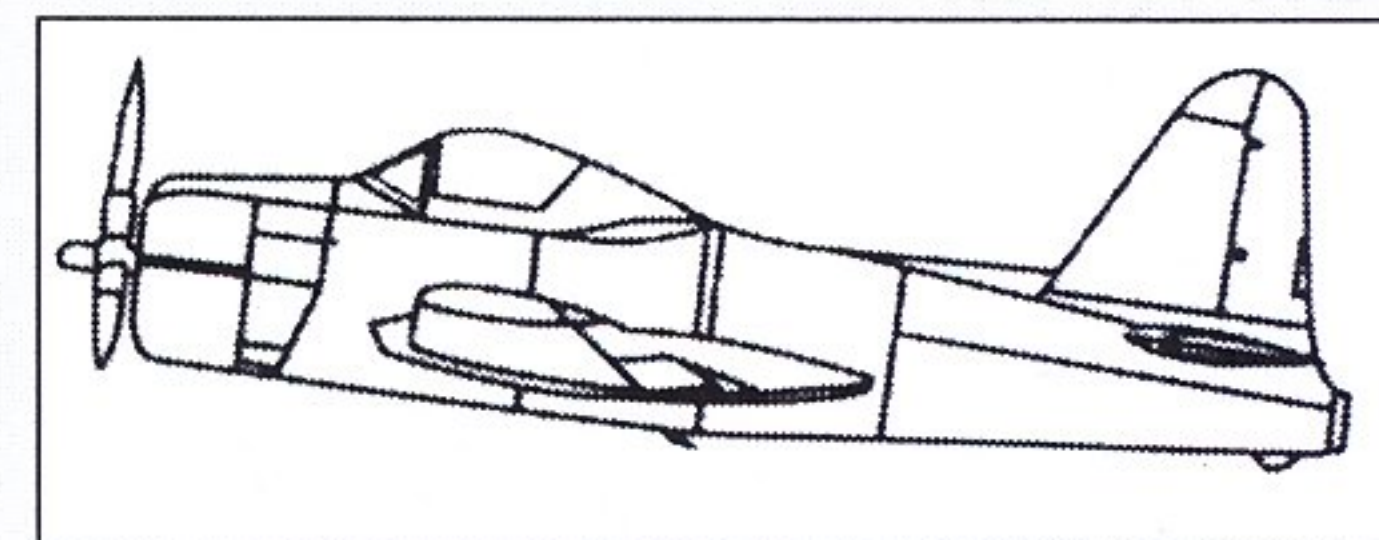
Many may have read that this firm was ceasing to produce aircraft kits and that they would not be doing any more. This has proved incorrect as the firm has moved out of Hong Kong to Shanghai.

Having obtained copies of their new catalogue, it is apparent that they will indeed be starting aircraft kit production once again. New kits noted are the Focke Wulf Ta 154 'Moskito' in 1/48th scale. This was originally listed a few years ago, but it is now listed for release this year. Also new in 1/48th scale, at last, was the Junkers Ju 88A-4 and a C-6 version.

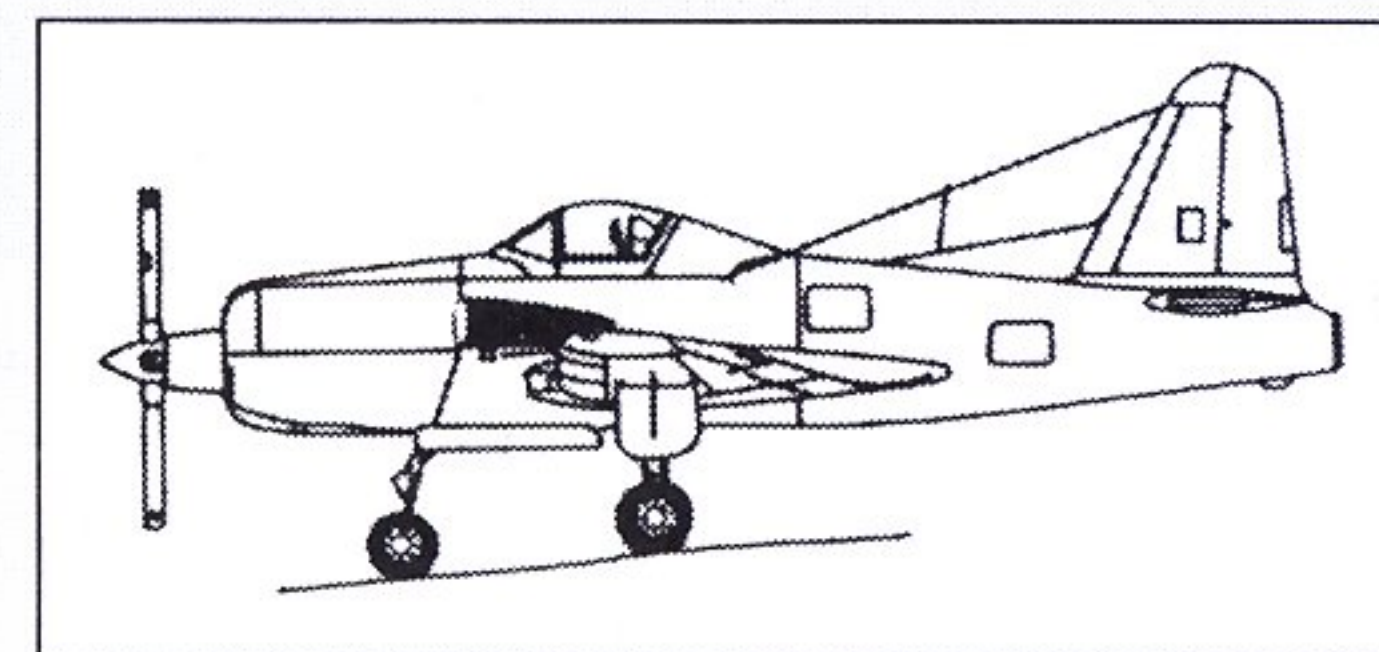


The good news however is in relation to the existing range. Noted in the USA was the fact that the range has dropped dramatically in price. The 1/48th scale Focke Wulf Fw 190A-5 is now listed at \$19.98 (approx £12.10) as is the Fokker Dr.I. These kits retailed for over £20.00 in the UK previously, so I can only hope that the price drops here as well.

Nero



A new name from Canada. This firm is about to release 1/48th scale resin kits of the Ryan FR-1 Fireball and the Ryan XF 2R-1 Darkshark. Each kit will feature metal detail parts and custom decals. They will retail for US\$54.95 each and you can contact them at;



P.O. Box 2033, Sudney, B.C. Canada V8L 3S3.

Teknics

This American accessory manufacturer has a mass of sets available in 1997. All are to 1/48th scale and they include sets for the MiG-15bis (TK4841), A6M2 Zero (TK4842), B-17 engines (TK4843), P-47D Thunderbolt (TK4846), F4U-1 Corsair (TK4847), F-86F Sabre (TK4848), P-47D cast brass undercarriage units (TK4849), Sabre landing gear (TK4851), F-86F Sabre exterior update (TK4852), F-86 pilot's helmet, cast brass (TK4854), P-51D Mustang cockpit set (TK4855), P-51A/B/C cockpit update (TK4856), TBM Avenger cockpit update (TK4857), D.520

and M.S. 406 cockpit detail sets (TK4858), F4U-1/-4 Corsair cockpit update (TK4859), .50 calibre ammo belts in cast brass (TK4861), G4M1 Betty cockpit update (TK4862), P-40B/C Tomahawk cockpit update (TK4863), P-47D Thunderbolt gunbays (TK4864), and F4U-1 gunbays (TK4865). The sets are usually a combination of etched and resin parts and if you want to know more you can contact Teknics at;

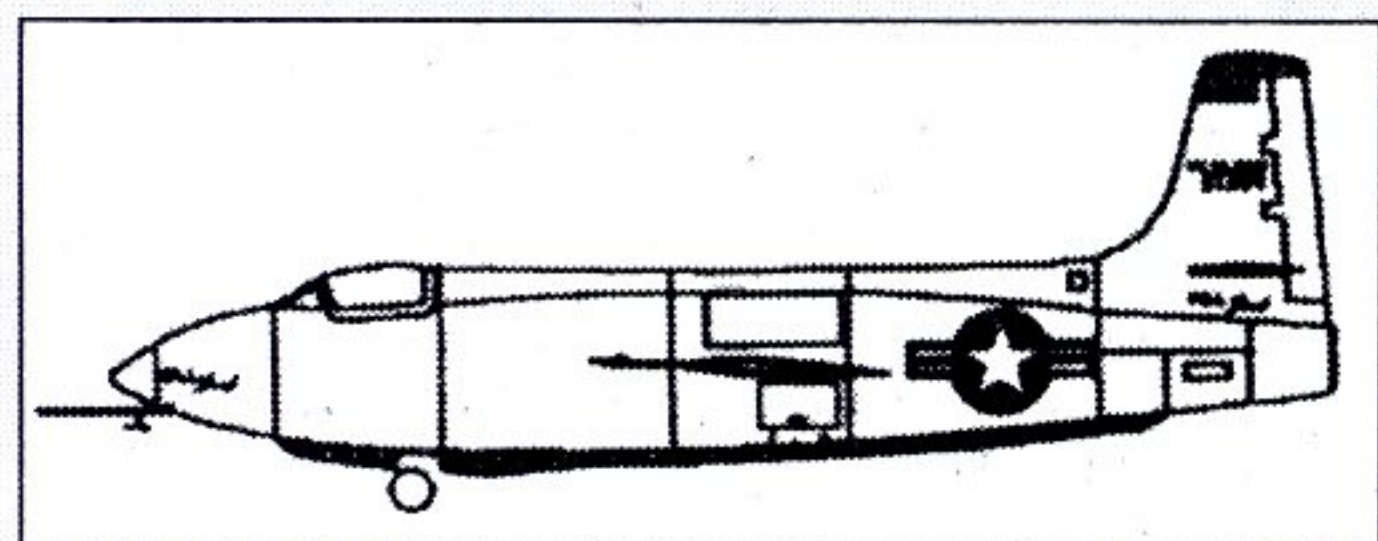
13472 Fifth St. Suite 12, Chino, CA 91710.

TAC Scale Dynamics

An American source, this firm produce resin updates in 1/32nd scale. The most recent additions are the Lockheed C2 ejection seat for the early F-104 Starfighter (\$11.95), Martin Baker Mk 5 ejection seat for European F-104's (\$11.95) and the F-4G Wild Weasel conversion for Revell's F-4F Phantom II which comes complete with two AGM-88 missiles (\$30.00). These launchers and missiles are also available separately (\$16.95). There is also a Kfir C-7 conversion based on the Revell Mirage III or V (\$58.00) and three Python air-to-air missiles suitable for the Kfir (\$12.95).

Contact them on 508 879 0857 for more details (Fax: 508 620 5542).

Eagles Talon



Another American source, this firm have recently released a 1/72nd scale kit of the Bell X-1A/B. This kit is resin with metal detail parts and it retails for \$29.00 plus shipping. Decals for both the A and B version are included as well as markings for the B-29 mothership.

Cutting Edge

New conversion sets from this source are the Messerschmitt Bf 109 'Zwilling' in 1/48th scale. This resin set is designed for use with two Hobbycraft kits and it retails for \$24.95. Also due is the F4F-3S 'Wildcatfish' which is based on the Tamiya 1/48th scale F4F Wildcat kit and this retails for \$36.95.

Cobra Company

This American firm specialise in accessories for helicopters and the most recent are for the AH-1W in 1/48th scale. This set includes detail for the cockpit as well as a correct production exhaust which is not right in the kit. This set retails for \$14.95.

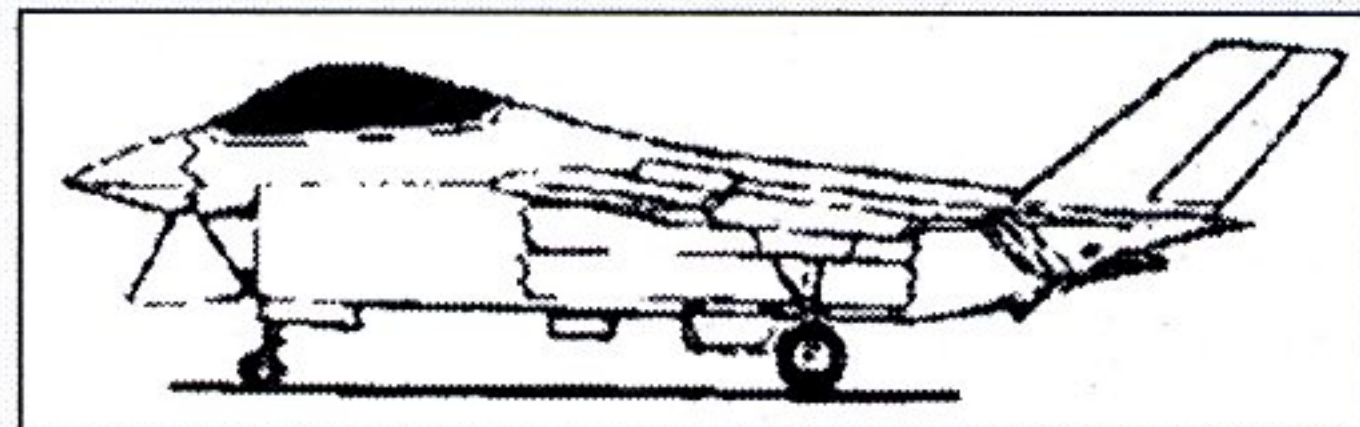
Also due are sets that update the SH-2 Seasprite's cockpit and sensor operators station (\$14.95) and a full Gulf War update which includes the new nose, IR jammers, sponsons, FLIR, fuel tanks,

flares and sensors, plus much more (\$15.95).

Moving away from helicopters this firm have also released a set of separate control surfaces and flaps for the A-1E Skyraider in 1/48th scale. This set is designed for the Monogram kit and will sell for \$8.95.

The range has been imported into the UK by Hannants in the past.

Jim Shirley Productions



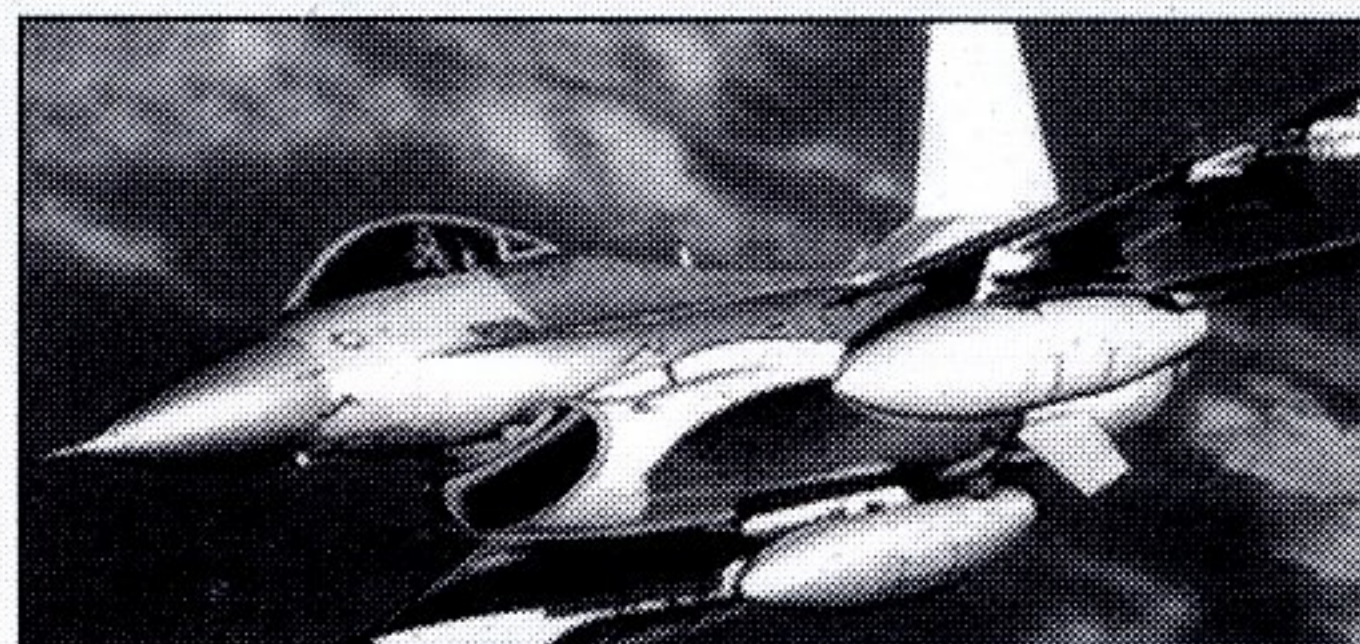
Not known for making aircraft kits, this American company normally deals in resin kits of ships. However it has been noted that they are about to produce a 1/72nd scale kit of the Joint Strike Fighter for the USN. We have only sketchy details as yet, but the kit will be resin with etched detail and a vac-formed canopy, although we have no idea of price.

Contact them at:

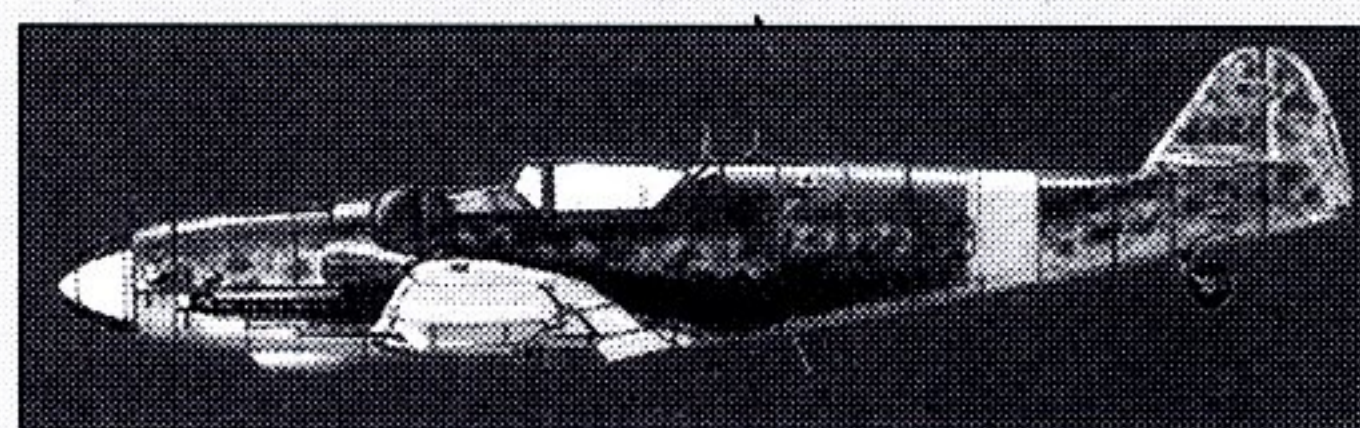
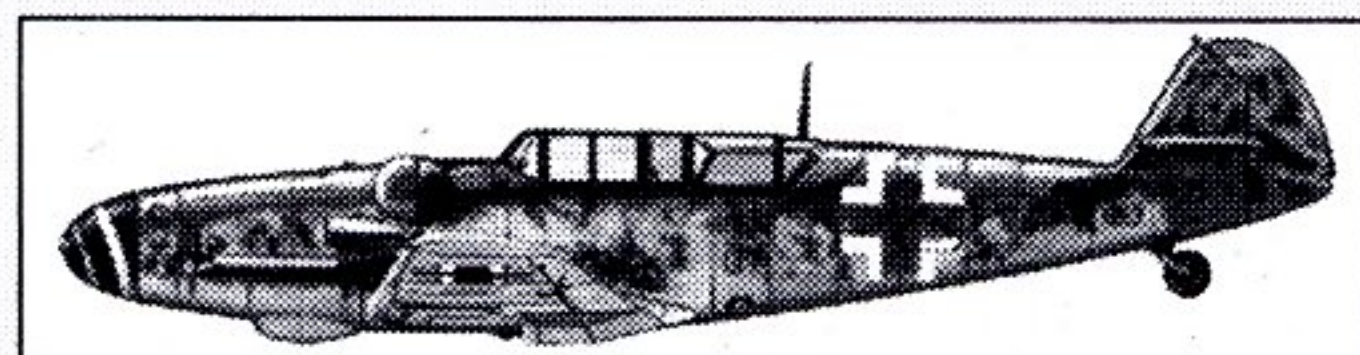
P.O. Box 9511-8, Lake Mary, Fla 32795-1108.

InTech

The next couple of releases from this Polish source are to be the G.D F-16A and B. Each kit will be to 1/72nd scale and will be an all-new tooling. The UK price should be just £4.99 each and they will be available in August.



Hot on their heels will be the Bf 109G-12 and the G-14, both to 1/72nd scale and all new. These will retail for just £3.99 each.



The next decal sheet from this source will be Bf 109's in foreign service.

Contact The Turntable on 01422 883489 for more details.

Paragon Designs

We have been passed a listing of new conversion sets due from this source in 1997. There is a real mass on offer and they seem to be available in both 1/48th and 1/72nd scales in the main. In 1/72nd scale there will be a set of 2-stage Merlin nacelles for the Mosquito (72045), a Spitfire prototype conversion (72046), Lancaster Merlin 85 engine nacelles x4

(72047), Lancaster II Hercules engine nacelles x4 (72048), Lancaster bulged bomb doors for the 8,000lb bomb (72049), an Avro Manchester conversion (72050), an Avro Lincoln conversion (72051) and a RAAF Lincoln MR.31 nose insert (72052).

In 1/48th scale there will be the Lanc Hercules engines (48120), Lancaster narrow blade props x4 (48121), Lancaster unshrouded exhausts x8 (48122), Lancaster 'Tallboy' conversion (48123), Lancaster flaps (48124), Lancaster bulged bomb bay doors and ventral turret (48125), Lancaster bulged bomb bay doors for 8,000lb bomb (48126) and the Avro Manchester conversion (48127).

I am pleased to hear that most of the Mosquito updates offered in 1/72nd and 1/48th scales will now be produced in 1/32nd scale. They will include 2-stage Merlins (32011), fighter nose and interior (32012), FB.XVIII 'TseTse' conversion (32013), bomber canopy with teardrop sides (32014), bomber canopy with bulged sides (32015), a P.R canopy (32016), bulged bomb bay (32017), bulged camera bay (32018), flaps (32019), paddle blade props (32020), 50 gallon drop tanks x2 (32021) and 100 gallon drop tanks x2 (32022). To go with this and the Beaufighter will be a set of 60lb rockets and rails (32023) and there will also be a number of sets for the Tornado. These will include the laser range seeker (32024), flaps and slats (32025), JP233's x2 (32026), 'Hindenburg' drop tanks x2 (32027) and two Martin Baker Mk 10 seats (32028).

Although not finalised yet there will also be a number of conversions for the Spitfire in 1/32nd scale as well.

Airfix

Don't forget that the 1/72nd scale kit of the Bristol Belvedere from this source will be re-issued by the time you read this. The kit cannot be made up into an RAF HC.1 version, however I believe that there will soon be a conversion set for this from an aftermarket source.



The UK price for this kit should be just £5.29.

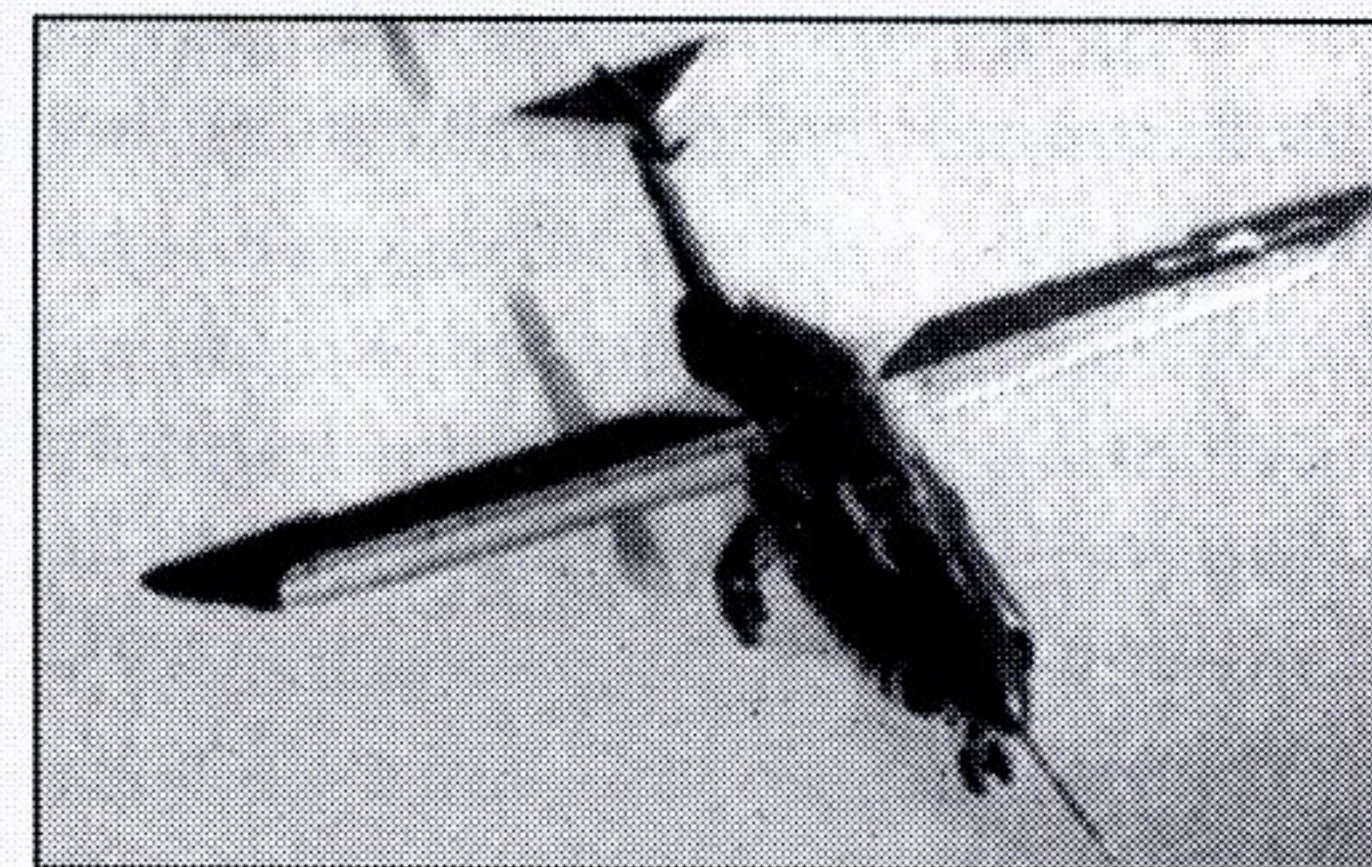
RVHP

Some of you may have seen this range of resin update sets at the IPMS Nationals last year. The range is now being imported into the UK by Four Plus UK. The first are the Grumman E-1B Tracer conversion based on the Hasegawa or Hobbycraft 1/72nd scale kits. The set contains a new fuselage, tailplanes and the large upper radar dish and retails for £24.00. The other set available is for the Grumman Tigercat in 1/72nd and is

meant for the Revell/Monogram kit. The set offers all types; XF7-1, F7F-1, F7F-2N, F7F-2D, F7F-3N and F7F-4N. Not included in the set however are the drones carried by the -2D, which is a shame. The set retails for £13.50.

Collect-Aire Models

This specialist American firm produce very limited high-quality resin kits which are designed for the collectors market. The most recent addition is the XF10F-1 'Jaguar' in 1/48th scale. This kit features resin main parts with engraved panel lines and numerous metal detail parts. The kit has a complete cockpit, dropped flaps and slats, optional wing spoilers, open airbrakes and full wheel well interiors. The kit also has custom decals and is limited to just 200 worldwide.

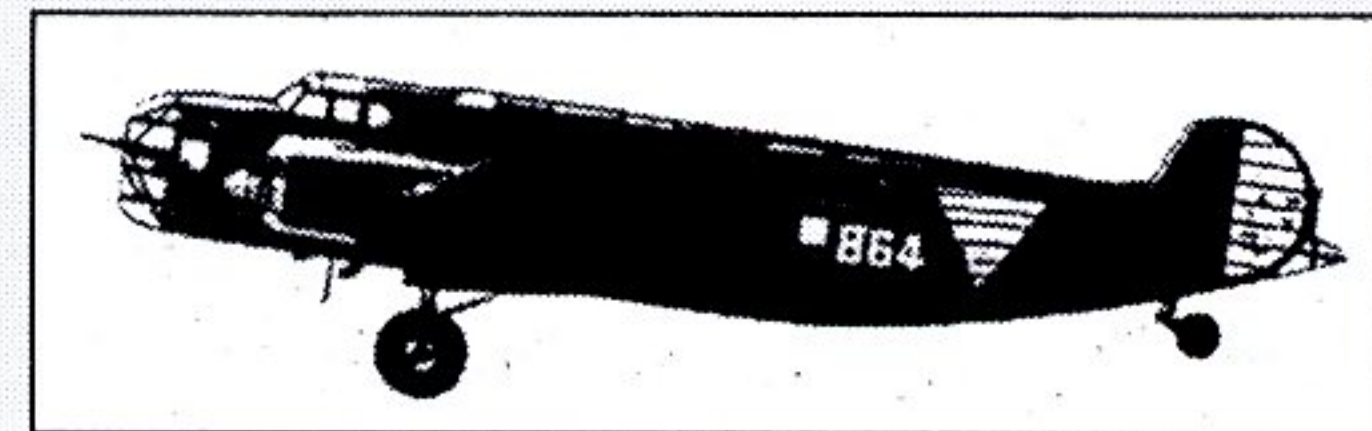


The limited nature of the kit does increase the price, as always, and it therefore retails for \$119.95 plus shipping. If you want to know more contact them on 508 688 7283 (Fax: 508 685 0220).

Also available in 1/48th scale is the USN Stealth, the A-12 Avenger II and this retails for \$129.95.

Aviation Usk

The most recent kit from this source is the Fokker T-V in 1/72nd scale. The kit is vac-formed with limited-run injection moulded plastic parts and retails for \$39.95 in the USA.



If you want to know more about the Usk range you could visit their new web site at <http://www.povn.com/avusk>

True Details

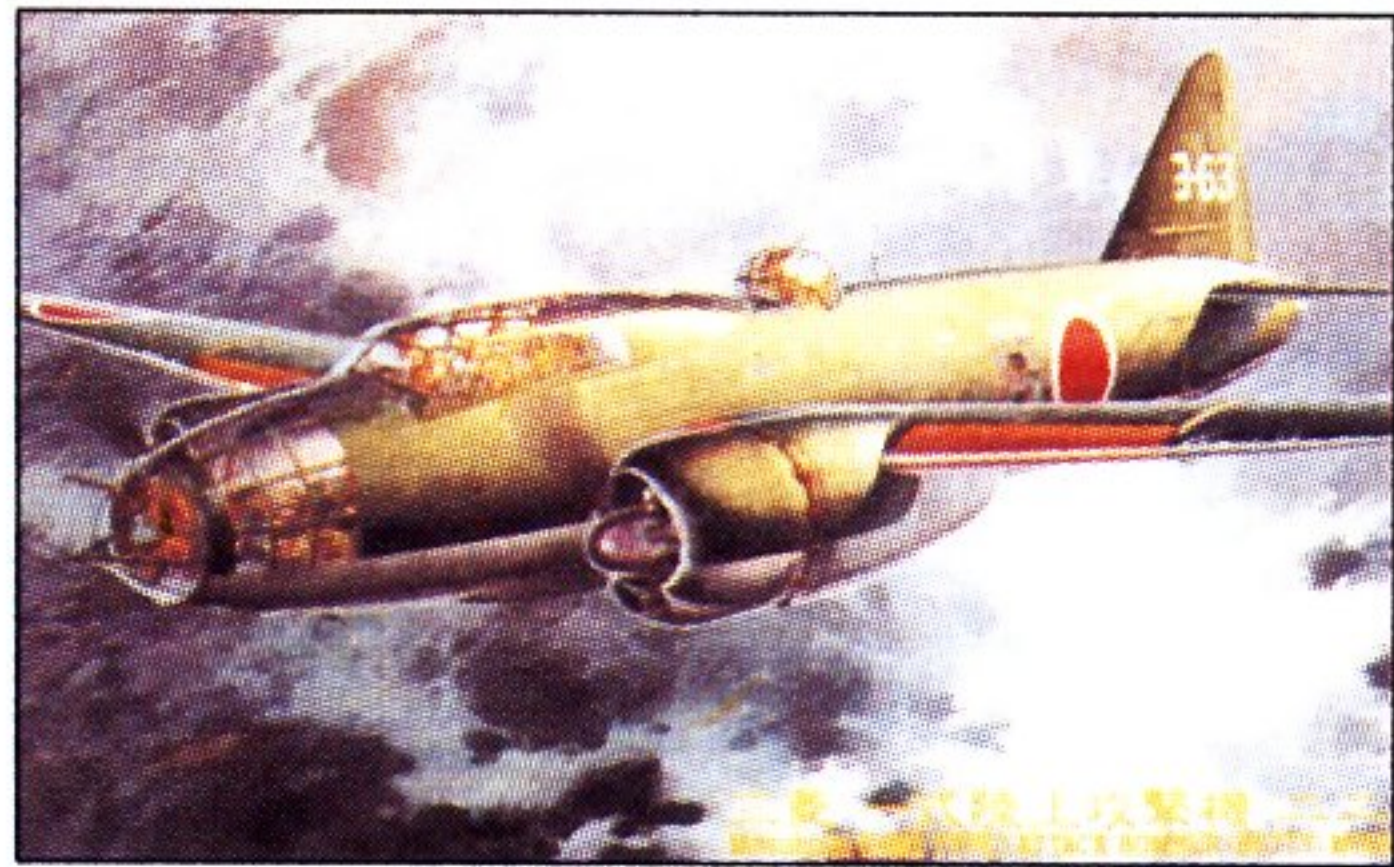
Apart from the sets reviewed in the accessories section this month, this American firm have a number of sets due for release in the next few months.

As far as wheel sets go, there will be sets for the Tamiya G4M1 'Betty' (48099), the SR-71 Blackbird (48100) and the Monogram PBY-5A Catalina (48101) all in 1/48th scale.

As far as resin cockpit detail sets are concerned there will be ones for the Tamiya F4F Wildcat (48474), the Monogram B-29 Superfortress (48475), the Hobbycraft Ar 234 (48476), Monogram/Revell B-17E/F (48477), the SR-71 Blackbird (48478) and the Hasegawa P-47D Thunderbolt (48479).

Reviews

G4M2 "Betty"



Technical Data

Manufacturer: Hasegawa
Scale: 1/72nd **Price:** £22.00
Type: Injection Moulded Plastic
Parts: Plastic 170, Clear 8
Decal Options: 3
Importer: Amerang Ltd, Commerce Way, Lancing, West Sussex. BN15 8TE
Tel: 01903 765496 Fax: 01903 765178

The Kit

Firstly let's dispel all the rumours, this is not a re-tooling! It is a totally new kit! What a new kit too! Don't be tempted into parting with your hard earned cash for add-on bits, this kit has all you will need, it even has a loo in it!! All that needs to be added is the seat harnesses. Hasegawa have produced an excellent model, of as very important aircraft. My only disappointment was that most of the internal detail is lost once the two halves of the fuselage are joined together.

Had this been an aircraft of a different nation, and, possibly a different scale, it could easily be the kit of the year!

Hasegawa have chosen to issue the G4M2a as their first release in what will undoubtedly be a new range of Betty's (The second, a G4M2b, with the Okha bomb is now out). Produced in the customary grey plastic, with 178 pieces, you get a lot of model for your money!

Construction

Assembly as usual starts with the interior of the fuselage. The interior detail of this model, of no less than 29 finely moulded parts, ranges from oxygen cylinders, to crew's toilet! All of the parts fit very well,

but I personally found it easier to add the bulkheads N37 and N38 once the floor assembly had been glued into position. The next job was to paint the interior, it is this one item I personally find where Hasegawa could help a little more! As I build Japanese aircraft I have little problem in this area, but for modellers who may be building this type for the first time, how frustrating it must be to check the colour reference guide to be told cockpit colour (Mitsubishi) light green! This leaves a lot to the imagination! For modellers who are not acquainted with Japanese colours a good match for this would be RAF Grey Green, with just a hint more grey in it.

Stepping away from the recommended sequence I then added the waist gun windows, these were a tight fit and needed a little trimming, it is far easier to add these before joining the two halves of the fuselage. When all was complete it is time to move onto the wing assembly. In my kit I found there to be a degree of warping on the upper wing halves, I believe this is common to all the kits, but it proved to be no trouble when assembling the wings. The next items to assemble are the main undercarriage legs, these are superb! Each consists of seven parts, and, for those who like flattened tyres, the kit comes with them. Sorry, no need for aftermarket replacements. When these are finished they are attached to the lower wing and the nacelles are added, each with side wall detailing. The next item to tackle is the engine assembly, and, I make no apologies for repeating myself or harping on, but these are, once again, quite superb! From the detailing on the engine cylinders, to the exhaust ring the whole model just smacks of class! When the engines have been assembled it's time to attach them to the nacelles. Again Hasegawa have done their job very well in this respect. When I first attached my engines I gasped with horror, I needed filler! Wrong. On checking my

references the gap I had observed should be there. It appears this gap was used to help disperse heat from the engines. The wings can now be attached to the fuselage.

Step 10 in the instructions deals with the defensive armament. I'm not going to say it, Superb! Sorry I did! (Careful Peter, we're already getting complaints about how often things are described as 'sexy' and 'lovely'-Ed). The model, once this is done is, almost complete and only minor sub-assemblies need to be carried out, then it's fun time, painting the model.

Accuracy

This model is spot on. What more needs to be said.

Colour schemes

Three options are covered in the kit, two are green and grey and the third overall green. I chose the first option from the Yokosuka Naval Air Group. The first job was to mask all the windows, this took a long time. The model was then given a coat of primer to show any defects. This was followed by a coat of Humbrol polished aluminium, when dry this was then slightly buffed. The grey and green were then applied over the top. I used the Aeromaster Navy Green and Navy Grey. When dry the paint was picked off to give a very weathered effect as seen in photographs. One very strange item I did

note, was that the Hinomaru on all the Betty's in the photographs appeared fresh, it didn't seem to matter how worn the rest of the aircraft looked.

Decals

The decals in this kit followed on from the actual model, they are also superb. I had no problems with silvering and they settled down very well using setting solutions.

Decal Rating = 10/10

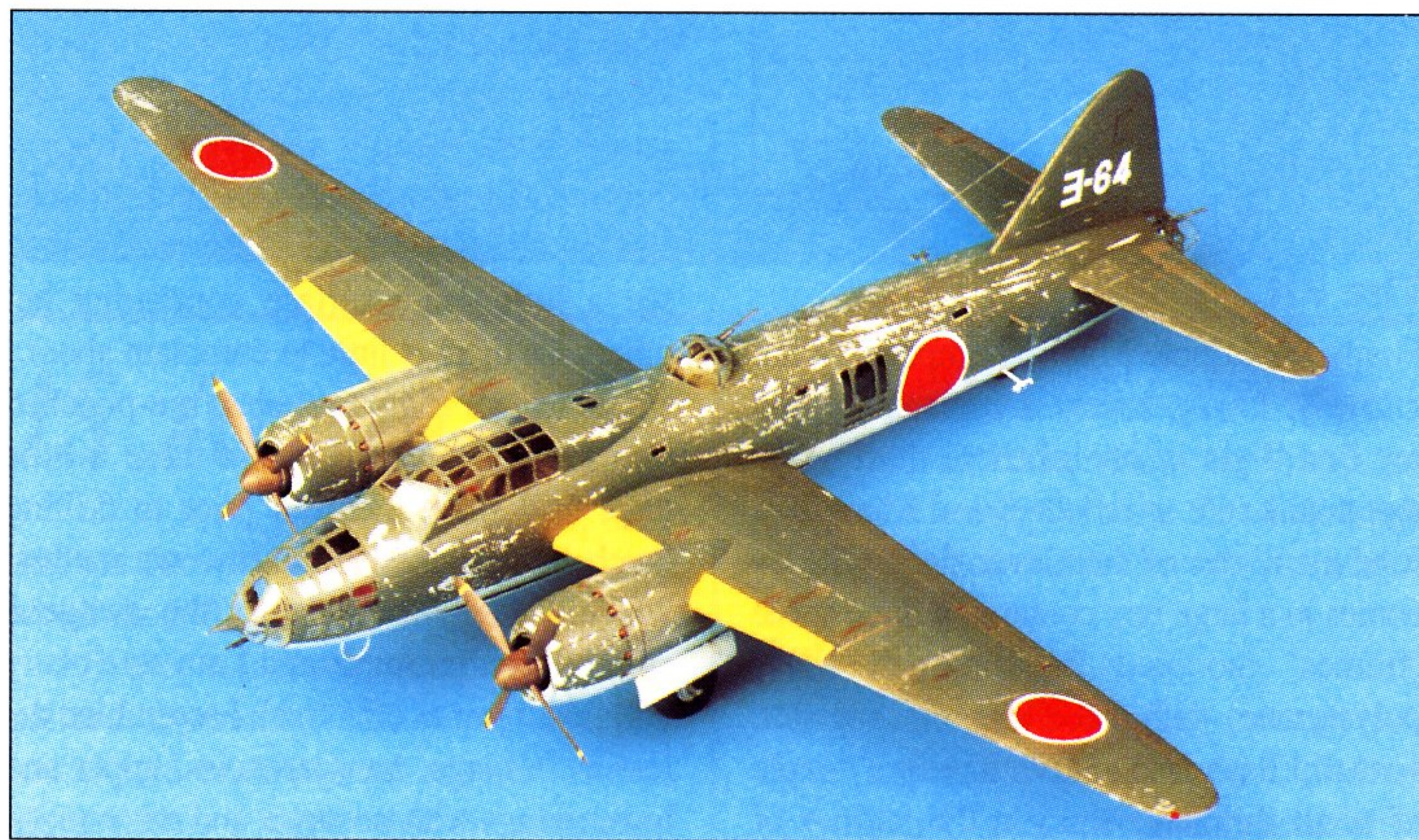
Conclusion

There is really nothing more I can say about this kit that I have not already said, the whole package is just modelling heaven! I can't recommend this model highly enough.

Recommendation

Give yourself a real treat, go and buy one, two or more. You cannot fail to be impressed by this kit. I am so pleased with this model I even brought the model for myself to review, I don't want fellow modellers to miss out because they believe it's a re-tooling. Thank you Hasegawa, can we have the Ki-49 to the same standard? My only question has to be, how come this very intricate and large model is cheaper than your Ki-45?

Peter Fearis



Eurocopter EC-135



The Kit

Released over 18 months ago, this remains the only kit of this helicopter available in any scale. Moulded in grey and blue plastic, the surface detail is a combination of fine engraved panel lines and grills, and some subtle raised detail. There was no flash to speak of and the only imperfection I could find was a slight distortion pattern in some of the windows.

Technical Data

Manufacturer: Revell
Scale: 1/32nd **Price:** £10.99
Type: Injection Moulded Plastic
Parts: Plastic 87, Clear 11
Decal Options: 1
Distributor: Revell®, Binney & Smith Ltd, Amptill Rd, Bedford. MK42 9RS
Tel: 01234 360201 Fax: 01234 342110

Construction

Construction begins with the cabin interior and requires a substantial weight placed behind the instrument panel to balance the model. The seats, all with head rests, seem a bit small for 1/32nd scale and only the pilot and co-pilot have moulded seat belts. The cabin windows are designed to be fixed from the outside so, to avoid accidental damage during construction, I

fitted them at the end.

Before the fuselage halves are brought together, the engine platform, rotor shaft and forward engine fairing are assembled and fitted. This forward fairing and a one-piece cover over the rear of the engine compartment means the top of the fuselage only joins where the tail unit is attached and around the rotor pylon fairing - reducing the number of places where a mis-match would be more obvious.

The underside join is quite good and the rear of the fuselage has 'clam shell' doors for the luggage compartment and can be left as it is. The windscreen is one piece and is a reasonable fit all round but the central pillar has to be painted and the edges touched up just to hide the join. The fenestron tail 'fan' and tailboom go together well with a little rubbing down needed to disguise the join, and the fit to the fuselage is good. The rotor head

assembly is easy to do, but care is needed to get it the right way up, as the instructions are not particularly clear which way is correct. My own research suggests the blade roots are angled downwards and a shallow dihedral profile is produced.

Accuracy

The model captures the look of the real aircraft very well. The rotor diameter, fuselage length and maximum width are all accurate, only the height is wrong - short by 1/4 of an inch.

Colour Options

The colour scheme is for the German demonstrator, D-HECX. This is three shades of metallic blue in bands around the fuselage and tail with a high gloss finish. The bands 'fade' into each other and an airbrush is a must to get a good copy of the original. The instructions give

the paint mixing proportions to simulate the original colours, but I opted to get three of Halfords 'touch-up' paints, brushed on, with a couple of coats of gloss varnish on top. The result wasn't too bad - unless you look at it closely!

Decals

The decal sheet contains sixty-three individual subjects including instruments, stencilling, titles, even the coloured bands for the blade roots and the black foot steps on the undercarriage skids.

The carrier film is thin with a semi-gloss finish which adhered well to the contours of the gloss painted surface and became invisible, without the use of any special solutions. There was also a thin surface film which detached from the



decal during the soaking, but this can be wiped away once the decal has been placed on the model.

The depth of colour is generally OK, but the yellow 'EC-135' title should be stronger than it appears on the finished

model.

Decal Rating = 7/10

Conclusion

The kit builds into an attractive model straight from the box, without much extra

work. The colour scheme is the main problem. Without spray-painting it is virtually impossible to achieve an accurate paint finish, which is so noticeable in this scale.

Recommendation

No special skill or experience is needed to build the kit, even a relative beginner can produce a nice looking replica of this helicopter. As far as painting goes, other colour options may become available when the EC-135 achieves more sales, and an ADAC air ambulance version has been scheduled for release by Revell some time this year.

My thanks to Revell® for the review sample.

Fred Tooke

De Havilland DH.89 Dragon Rapide



Technical Data

Manufacturer: Heller
Scale: 1/72nd **Price:** £7.99
Type: Injection Moulded Plastic
Parts: Plastic 41, Clear 5
Decal Options: 2
Importer: Airfix Ltd, Marfleet, Hull, North Humberside. HU9 5NE
Tel: 01482 701191 Fax: 01482 712908

The Kit

Firstly can I quote Mitch Thompson "What a lovely, lovely, lovely aeroplane!" I had my first flight in one of these more years ago than I care to recollect and I have had fond memories of them ever since. The kit comes in a large box containing three sprue 'frames' moulded in a softish silver polystyrene with excellent die register, virtually flash free and with only a couple of small shrinkage sinks in the fairings of the outer struts. There are forty-one silver parts and five thinly moulded crystal clear transparent parts.

The Instructions

These come on one A4 sheet with a brief history in twelve languages on one side with guidance notes in the same twelve languages on the other. A further A3 sheet shows assembly instructions as exploded drawings in twelve stages and two colour schemes. The transfer sheet is precisely printed in four colours with very accurate register, dense colour and an almost matt finish giving two schemes to match the instructions.

Construction

This commences with the cockpit and passenger cabin, not to much to worry about, as there are eight seats only in the latter and seat, control column, rudder pedals and instrument panel in the former. While the transparencies are crystal clear,

visibility into the cabin is restricted so what is supplied is probably enough for most enthusiasts. From memory the passenger cabin in my Rapide was furnished in royal blue with the frames of the wicker-work chairs left natural so I have followed that scheme for this model.

Once the cabin was detailed and painted it was installed in the starboard fuselage half and the cabin windows were added prior to gluing the two halves together. The fit was actually quite good even though the kit is no longer young. Detail is mostly by raised lines though where engraving is indicated this is used, the result is restrained and unobtrusive, I would have preferred to see a little more surface contouring but otherwise there is little to complain about.

There are rigging holes pre-punched into the wings but I thought these a little large so I filled them all prior to drilling much smaller ones to suit my own method which I shall install later. (the designed system is quite simple and I am sure many will find it just as effective). I assembled the rest as fuselage, transparencies, upper and lower wings with no struts and empennage as one unit and the two engines as another. One point here is that the upper wings are a little thin and there is a step where they butt up to the fairings on the cabin. Though it would be possible to fix this, it is almost invisible so I have left it as it is on the review model.

All was carefully cleaned, masked and sprayed matt grey to show up any flaws, I did have to use a little filler around various joints but not much as the fit is still good after cleaning up. Two coats of aluminium was applied overall with twenty four hours between. The transfers were added and assembly completed.

Accuracy

Putnam's 'De Havilland Aircraft since 1909' gives dimensions as span 14.63metres and length 10.52 metres. The model is 20.2 cms span and 14.9cms length which is a couple of millimetres over for the former and one millimetre under for the latter. What is more important is that it sits

and looks right.

Colour Options

The instructions give two schemes, one an RAF School of Observation aircraft of 1940, upper surfaces of Dark Earth and Dark Green with yellow undersides. The other is an all silver DH89A Mk 6 of Air Couriers Ltd of 1937 with green and red-brown trim and registration. I chose to portray the latter scheme so applied two coats of Humbrol 56 with twenty-four hours between coats, added the markings and finished with a coat of Micro-Satin. Tyres were very dark grey, interior of the passenger cabin was Humbrol matt 25 with the wicker-work represented by Humbrol matt 26 with a little white added, and finally the propellers were painted Medium Light Grey, all paints being applied by brush.

Decals

The transfers were sharply printed with excellent register and a near-matt finish and only the minimum carrier film. The colours appeared quite dense but the markings looked definitely thin so I tried an unwanted image first. I need not have worried as they were quite tough and I was able to 'play' with my trial for some while before it succumbed. I used a little Micro-

Sol and Set which pulled the images down very well. There was no silvering and overall I was very pleased with the result, though the finished scheme could hardly be called bright.

Decal Rating = 10/10

Conclusion

I thoroughly enjoyed this kit, it went together well with the minimum of corrective treatment and no matter how jaundiced one's eyes, it really is one of the most attractive aircraft ever. Basically the kit is an accurate but simple model so it does leave the options open to those enthusiasts who like to go to town on the details, at the same time it really is quite acceptable straight from the box. For these reasons it should appeal to all lovers of the ubiquitous biplane regardless of their modelling experience, even the rigging should not cause too many headaches. The slight problem with the upper wings being the only real blemish.

Recommendation

A good one for all regardless of experience. It would present a bit of a challenge to the absolute tyro but it is a reasonably sized model so it could be a good first attempt at the type.

My thanks to Airfix Ltd for the review sample.

Clive Jacobs



Hughes HK-1 'Spruce Goose'



Technical Data

Manufacturer: Minicraft
Origin: Gakken (Japan)
Scale: 1/200th **Price:** £10.99
Type: Injection Moulded Plastic
Parts: Plastic 47, Clear 4
Decal Options: 1
Importer: Toyway, Unit 20, Jubilee Trade Centre, Jubilee Road, Letchworth, Herts. SG6 1SG
 Tel: 01462 672509

The Kit

This kit is in fact quite old now as it was first issued in the late 1970's by the Japanese company Gakken. In the past it's been marketed by Entex, Revell, Anmark and Academy as well as the current owners, Minicraft.

The kit is well moulded with raised panel lines and a large stand moulded in clear plastic.

Instructions

These come as an A3 sized sheet with a brief history of the aircraft followed by a diagrammatic construction sequence in eight stages. A sprue layout diagram is also included.

There is no real painting or decal guide. In the construction sequence there is reference

to the addition of ballast in the nose of the model. Not only is there no weight given (it just says add an old battery) but the model does not require much weight in the nose if it is displayed on the stand provided.

Construction

As I have said this is achieved in eight easy stages. There is no cockpit interior for the flight deck in the model, so you either spray the whole interior black, or do a bit of detailing yourself.

The main stages of construction are the wings, tailplanes, engines and wing tip floats. Once all these are glued together they can all be combined to complete the model.

The fit of some of the parts was good while in other areas it was poor. The canopy glazing fits into its allocated hole, but is not a snug fit. This means you have to fair the edges in with PVA or Humbrol ClearFix.

Once I had assembled the fuselage I found that my example was badly twisted and that this was very noticeable around the tail. The upper wing joint needs quite a lot of attention and the engine air intakes had quite a bit of flash present.

The kit comes with a stand and this is moulded in clear plastic. I decided not to use the stand in its 'bare' state and therefore sprayed it with gloss white.

Accuracy

The real Spruce Goose was massive, that is why it is a relief that this kit is in 1/200th scale. The real aircraft had a span of 320' and this would equate to just over 19". The kit

scales out perfectly with this and certainly looks every bit the huge aircraft it really was, just put it alongside a 1/200th scale C-130 Hercules and see what I mean!

Colour Options

There is only one option for this kit, namely silver overall. As the real aircraft was, in the main, wooden and the colour would have been aluminium and not metallic I used Aluminium spray from the Halford acrylic spray range. The only other colour used was black for the propeller blades and cockpit interior.

Decals

These are nice and glossy with a little excess carrier film visible. The main markings are the serial numbers, NX37602 and these are carried in four positions. The decal sheet also includes the wing walkway markings and

although these are not mentioned on the instructions, you can find out where they should go by studying the box artwork.

Each image settled well with Micro Set and Sol solutions and as the overall model was glossy, there was little risk of silvering.

Decal Rating = 9/10

Conclusion/Recommendation

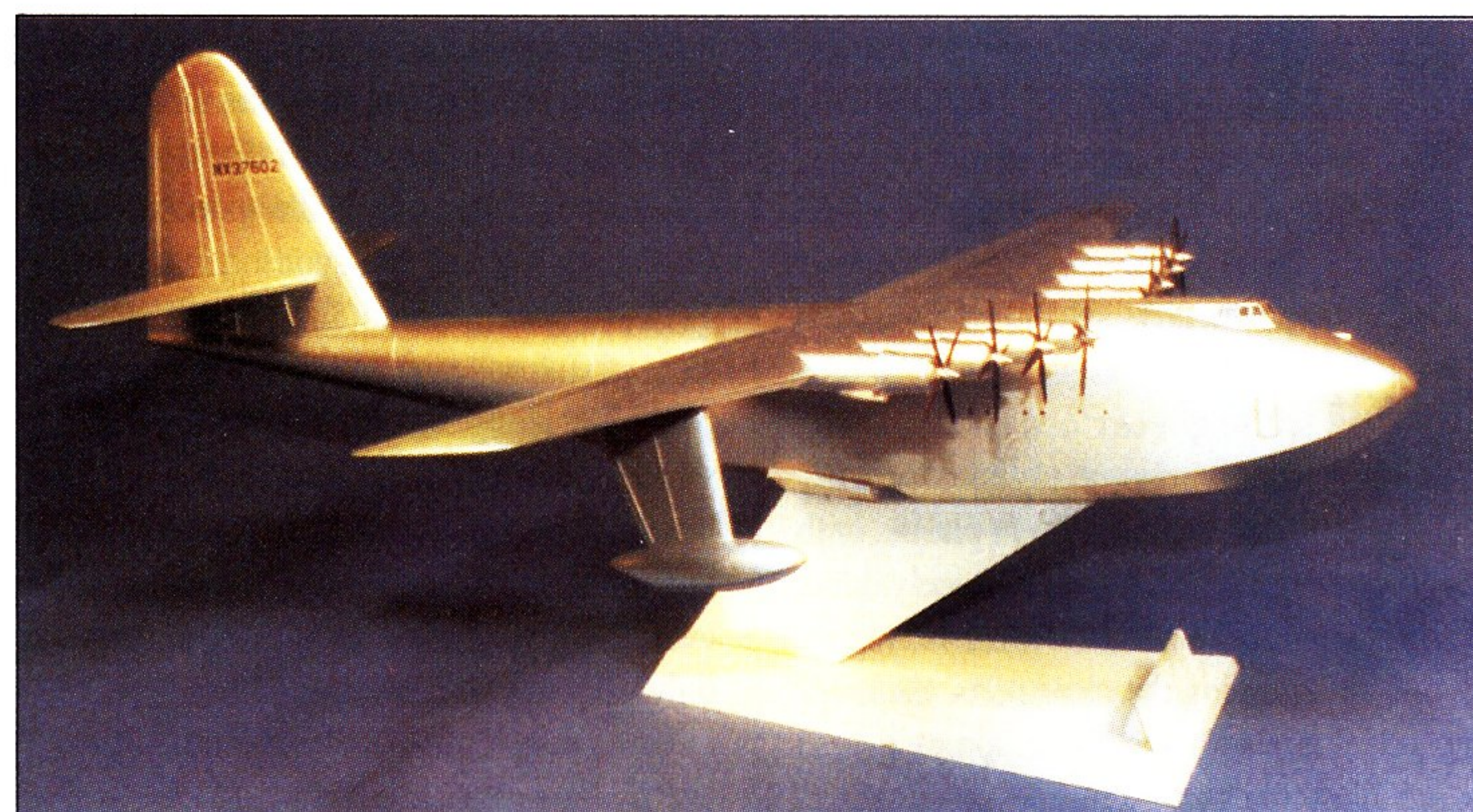
This is certainly a nice simple model. The number of parts and simple assembly make it suitable for all. The fit at times leaves a little bit to be desired and if they are all twisted like the one I built it may be a bit of a disappointment to some.

It is certainly an interesting machine and that means people other than modellers may make it. This can only be a good thing as kits like this can encourage other people to take up our hobby.

Recommended to all.

My thanks to Toyway for the review sample.

Richard A. Franks



Douglas A-24 Dauntless 'US Army'

Technical Data

Manufacturer: Hasegawa
Scale: 1/72nd **Price:** £8.95
Type: Injection Moulded Plastic
Parts: Plastic 49, Clear 5
Decal Options: 2
Importer: Amerang Ltd, Commerce Way, Lancing, West Sussex. BN15 8TE
 Tel: 01903 765496 Fax: 01903 765178

The Kit

Hands up all those who never knew that the U.S. Army used the Dauntless. Ah. Just me then. I now know that this version of the ubiquitous Dauntless, minus arrestor hook and with a pneumatic tailwheel tyre, was designated A-24 by the Army, and tentatively given the name Banshee; so there!

Hasegawa's kit is one of a series of Dauntless kits in this scale. Packaged in a rather uninspiring box, the mouldings are essentially identical, the different versions being catered for by the use of optional parts.

Comprising seven sprues of crisply moulded grey plastic, plus two exceptionally clear transparent sprues, the kit has all the hallmarks of a quality mainstream kit. Surface detail is beautifully and flawlessly engraved, and flash is entirely absent.

Construction

This follows entirely conventional lines, starting with a reasonably well detailed cockpit interior; all the basics are there, and three separate decals are provided for the instrument panel. I added Reheat etched harnesses to the seats, and the fastidious could certainly add more to the interior generally, there's no sidewall detail for example.

All the colours are called out as construction proceeds, but are referenced to the Gunze Sangyo and Mr. Color ranges; I used Xtracolour 11 (Interior Green) for the cockpit area.

Construction proceeds rapidly once the fuselage halves are together. The reviewer of the SBD-5 version of this kit (See Vol 2 Issue 6) pointed out that the rear guns could not be fitted because the canopies are moulded closed; I found that by shortening the gun assembly's locating pin, the guns could be fitted with the barrels tucked under the rear coaming. How accurate this is I cannot say. The alternative is to cut up the canopies, a daunting (ho ho) task for the inexperienced.

The beautifully moulded engine benefits from careful painting and a black wash to bring out all the detail. I found the fit of all the cowl parts to each other to be rather poor,

this and the wing roots being the only areas which needed a little filler.

All the vulnerable detail parts were painted separately, and added after the model had been painted and decalled. A slight criticism here is that the mainwheel tyres, although admirably moulded separately from the hubs, have fairly deep ejector pin marks in them, which are tricky to clean up.

Accuracy

The models span scales out to about 40ft, or about 1 1/2 feet short, while the length is 32

feet, or about 1 foot short, so it is a little undersized all round. However this is not really noticeable, and the finished article looks every inch a Dauntless (or Banshee).

Colour Options

Not very exciting I'm afraid, you can have Olive Drab over Neutral Grey, or Olive Drab over Neutral Grey....the two options differ only in the style of national markings and the presentation of serial numbers, although the option I chose carries a black and silver spinner.

I used Humbrol Grey 64 as both primer and undersurface colour, and sprayed Revell 46 Olive Drab over the upper surfaces. The whole lot was sprayed with Humbrol Gloss



Varnish for the decals, and once these were applied, the model was sprayed with Humbrol Matt Varnish.

Decals

A little disappointing really. Very nicely printed, and in perfect register, I found that the carrier film, especially around the

national markings, silvered quite badly, despite the use of setting and softening agents on a gloss surface, I ended up trimming the silvered areas off after the decals had dried. They did however settle very nicely over the surface detail. I understand that Hasegawa are planning to have their decals made by

AeroMaster, sounds like a good move to me.

Decal Rating = 6/10

Conclusion

Very nice, straightforward kit, shame about the canopies and the decals could be better. Even so, this is a high quality kit which builds

easily and quickly into a nice replica.

Recommendation

Recommended to all.

My thanks to Amerang for the review sample.

Paul Lawson

Sikorsky CH-53E "Super Stallion"



Technical Data

Manufacturer: Revell
Scale: 1/72nd **Price:** £11.95
Origin: Italeri (Italy)
Type: Injection Moulded Plastic
Parts: Plastic 93, Clear 12
Decal Options: 2
Distributor: Revell®, c/o Binney & Smith (Europe) Ltd, Amptill Road, Bedford.
Tel: 01234 360201

The Kit

This is a re-boxed, re-issue of Italeri's earlier CH-53. Moulded in dark green plastic, with raised and engraved detail that is nicely done. Flash is little in evidence, the only poor part of the kit being the clear parts, these are bagged along with the main sprues, so noticeable scratches are in evidence, also they are poorly moulded on my sample.

Instructions

A fold out instruction sheet which is idiot proof (intended for me) and decals complete

the package.

Construction

No problems were encountered with the building of the internal parts, all are nicely moulded and fit together well and the cockpit area has enough detail to look 'busy'. With all the internal parts painted, the fuselage sides were glued together with the rear ramp doors, no filler was needed and the fit of parts was very good. One problem encountered was the fitting of the side sponsons, you are instructed to cut out two small notches in each fuselage side. My advice is not to, as one sponson is lower than the other when mated up. Sand flush each of the 'tabs' on the sponsons and line one of the sponsons to the fuselage; on top of the sponson is an etched circle, align this with the second window from the front and touching the recessed panel line along the fuselage. To the rear is a small notch, align the rear of the sponson 2mm above this, hold and then glue in place, repeat for the other side and this will balance everything up. I made good the joint with the only filler the kit needed.

The cockpit glazing needs a little sanding and fiddling about to get a good fit, the rest of the construction produced no other problems.

Colour Options

The kit provides two colour schemes, one is an aircraft that participated in Operation

Desert Storm and is sandy-brown, granite grey and a green-grey which looks colourful, this is the one I opted for. The other is a two part greenish-grey machine which was based on board USS Iwo Jima sometime in 1990.

Decals

My initial thoughts on the decals were good, they were well printed on a matt finish. The problem came with the fitment to the model, although I used two good coats of Johnsons Klear and Micro-Set and Sol solutions the decals tended to silver over raised detail. They have excessive carrier film which should be trimmed away to solve some of the problems.

Decal Rating = 6/10

Conclusion

The only problem with the kit was the fitting of the sponsons and some of the decals, other than that and the noticeable scratches on the clear parts the kit is very good, fit of parts was good and the only filler used was mentioned earlier. One other problem I can see will be in displaying the kit as even in 72nd scale this is a fair size model.

Recommendation

I can recommend this model to anyone, even straight from the box a good model will be produced that will grace any display. The look and the size of the model will give the builder a feeling of achievement. Thanks to Revell® for the review sample.

Norman Dennison



PZL P23B Karas



Technical Data

Manufacturer: Smer
Scale: 1/72 **Price:** £3.99
Type: Injection Moulded Plastic
Parts: Plastic 40, Clear 5.
Decal Options: 2
Source: The Turntable, 11 Belle Vue Terrace, Blackwood Hall, Luddendenfoot, Nr Halifax. W. Yorks. HX2 6HG
Tel: 01422 883489 Fax: 01422 883489

The Kit

This kit from Smer is a re-boxing of the old Heller model.

The main components, although lacking in detail (raised panel lines etc) are nevertheless clean and require minimal

cleaning up before construction starts.

Construction

To the cockpit interior I added a scratch built drilled horizontal back plate to fit behind the pilot's seat (as detailed on the model diagram). Dry brushing the raised control panel and interior fuselage mouldings makes the most of the available detail.

The fit of the two fuselage halves and wing sections can be enhanced with Squadron Green, but overall the fit is fair. At the point of fixing the tailplanes I had to decide which variant I wished to build, either the P23A or the P23B. The only visible differences between the variants being the tailplanes and 'flaps' on the leading edge of each wing. After fitting the tailplanes I decided to mask off the kit and spray before completing the assembly. Priming first with Halfords acrylic primer to show up any flaws in fit, I set about air brushing the main colours (being the same for both variants); a light blue underside (Tamiya acrylic XF-23) and the topside Olive Drab (Tamiya acrylic XF-62). I sprayed the

engine cowling and fixed landing carriage assembly separately in Olive Drab. Then once dry I completed the main assembly.

Accuracy

According to technical data provided by Smer the P23 had a length of 9.68m and span of 13.95m, the kit scales out at a span of 14.04 and length of 8.28, so it's a bit stubby!

Colour Options

The kit comes complete with two variants, as previously noted the physical difference between the A and B is minimal, being just four parts. The most obvious difference is the decal options; the P23A comes with Rumanian markings whilst the P23B is with Polish markings. A yellow tail band marking is provided for the Rumanian option, but I think if you choose this option it is better to apply the tail band with an airbrush. This makes sense as a yellow underside wing tip marking is required, so you will need to get the yellow paint out anyway. There's no point being lazy!!

Decals

Applying a coat of Halfords acrylic gloss

varnish and aided by a pot of trusty Micro Sol I started to apply the decals. The decals are thin and as is the case in 1/72nd some of them are very fiddly, however overall they sit very nicely.

Decal Rating = 7/10

Conclusion

The only real disappointment I had with this kit was the lack of any ordnance for the light bomber role, but I guess that's why modellers hoard spares. Overall it is a sound kit, it fits together well, can be enhanced with a little scratch building, has some interesting decal options and is very affordable.

Recommendation

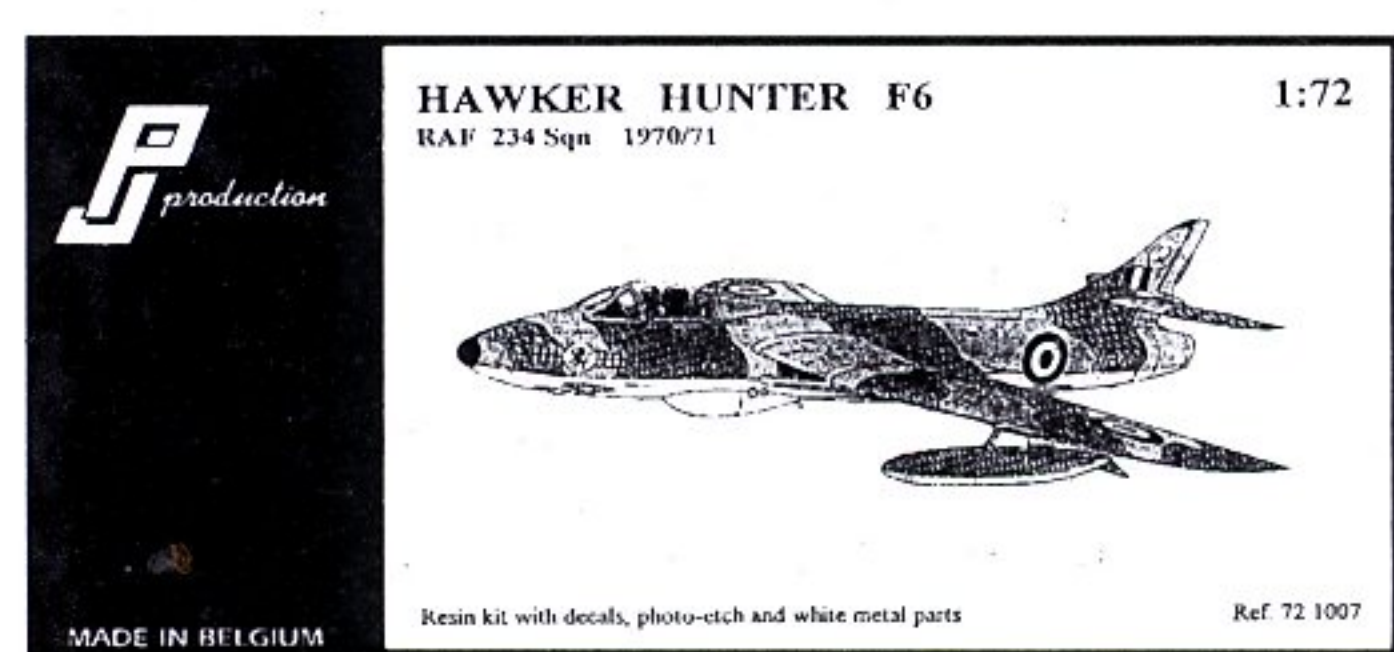
Recommended to all.

My thanks to The Turntable for the review sample.

Steve Ellen

Note: Unfortunately we do not have a photograph of the completed model, as they were lost in the post. We apologise to all concerned for this but felt that we should print the review anyway to reduce any further delays - Ed

Hawker Hunter F.6



Technical Data

Manufacturer: PJ Productions
Scale: 1/72nd **Price:** £27.50
Type: Resin, Etched Brass, White Metal and Vac-formed Clear.
Parts: Resin 30, Brass 11, Metal 8, Clear 1
Decal Options: 1 (234 Sqn. 1971)
Source: Avia Imports, 195 Sidegate Lane, Ipswich, Suffolk. IP4 4JN
 Tel: 01473 720993

The Kit

Now you're thinking "hmm", £27.50 is a lot of money for a small 1/72nd scale jet". Yep, it sure is. Is it worth the money? Well, let's take a look.

When you open the small box out comes a lot of stuff. Thirty resin parts, a brass etched fret and a bag of white metal bits. Oh and a canopy and some decals as well. How do they pack all that in this little box I had to ask?

Looking carefully at the kit you can see that the resin is finely detailed and the overall quality is excellent. For a small kit PJ Productions have managed to produce a lot of parts for you to stick in and on the aircraft.

Construction

The cockpit tub fits beautifully to the fuselage interior. The sidewall and main panel detail is very good. You get a choice of ejector seats, with or without the harness unit (a nice touch, well done PJ Productions) and these are excellently produced as a one piece resin unit. Be careful when handling, as the side restraints are very thin (they are see-through when held to the light!) and can be damaged (yes, I cracked one, I admit it). The only real problem in the whole kit was the right fuselage. It was slightly warped and required some gentle heating. It was also slightly larger than the left fuselage. I aligned them along the top join and then sanded down the difference underneath. This was

alright for the rear section but the cartridge collector bins are part of the fuselage and made it difficult to tidy up the front section. Separate parts may have been more helpful. The tail and horizontal stabilisers fitted very nicely but the wings did present a slight problem. They locate onto a raised plinth which forms part of the sidewall for the undercarriage bay. The left wing located no problem but the right one looked slightly lower at the front after it had been superglued. That intake just didn't look quite right. Eventually, at 1.20am one morning, my mental struggle with the wing collapsed. I got out of bed and broke off the wing (I don't want to know why you were in bed with this kit Steve! - Ed). I trimmed the bottom section of the plinth, sanded down and tidied up the join and re-glued the wing. The front was re-positioned, probably 1mm higher but didn't it look better!

Once primed and cleaned up I decided to put the undercarriage on early as there were a number of brass-etched blade aerals etc which I wanted to position before painting. The undercarriage is all white metal with brass etched torque links. The undercarriage doors are in finely detailed resin. There is a tremendous amount of detail including the wheel wells themselves. The nose wheel oleo leg has two very fine links to the wheel hub. To position the nose wheel I inserted a pair of tweezers between them and then turned the tweezers very slowly to open the gap. You need to open them out by about 2mm to get the wheel in between them. Once the wheel is in place, they can be carefully closed again.

The flaps are provided as separate items and they are lovely, sexy, lovely, sexy.....oh, sorry, got carried away (you know we are not supposed to mention those two words anymore - Ed). From the brass-etched fret you take the internal ribbing section and carefully bend each rib through 90 degrees using a pair of tweezers. Then this is glued to the main flap. The complete section is attached to a metal rod and the whole lot locates into the recess under the wing. Very silly, very tasty. The airbrake is also a separate resin item with an etched brass

internal structure. Don't forget that the airbrake on a Hunter could not be deployed with the undercarriage down so on the ground the flap will either be retracted into the fuselage or sagging slightly.

With all the gubbins stuck on it was simply a case of trimming the vac-form canopy and adding the pitot tube.

Accuracy

The kit is 188mm long with a wingspan of 140mm. This gives it a scale length of approximately 44ft 6in and a wingspan of 33ft. The stated dimensions for the single seat versions (except the Mk 10) are 45ft 10in long with a wingspan of 33ft 8in. The kit is slightly under scale all round therefore. More importantly though, it is a good representation of a Hunter.

Colour Options

Markings are provided for one aircraft, XG170 of 234 Sqn. 229 OCU, based at RAF Chivenor in 1970. As usual Halfords Acrylic Primer was applied to the kit. The aircraft uses the basic RAF scheme of Dark Sea Grey / Dark Green upper with Light Grey underneath. For this I used paints from the AeroMaster Warbird Acrylics range. Medium Sea Grey (1113) lightened with 30% White (1012) for the light grey undersurface. This was masked off and the top surface sprayed with Dark Sea Grey (1122). Then more careful masking and Dark Green (1111) was added. Orange Yellow (1051) was used for the nose wheel door as it is a very good colour match for the yellow used on the "52" tail marking.

I have to say that I have been mightily impressed with this range of paints. They

have good colour matching and spray beautifully when thinned with about 20% distilled water. They dry quickly and are very resilient to handling.

Decals

The decals are very thin and very glossy. They adhered well to the paint with a little Micro Set, although I doubt if you really need to use a setting solution. There was a little bit of silvering on the roundels but I shall remedy that by making the kit weathered and dirty at a later stage in life (as per usual with high-use OCU aircraft). The squadron insignia on the nose is a little out of register and that blue just looks a little bit too, well blue, to me. In fact it is very BLUE. It's the sort of blue you normally see on an Austin Metro. Is it the right colour? I'm not convinced but could be proved wrong.....

Decal Rating = 7/10

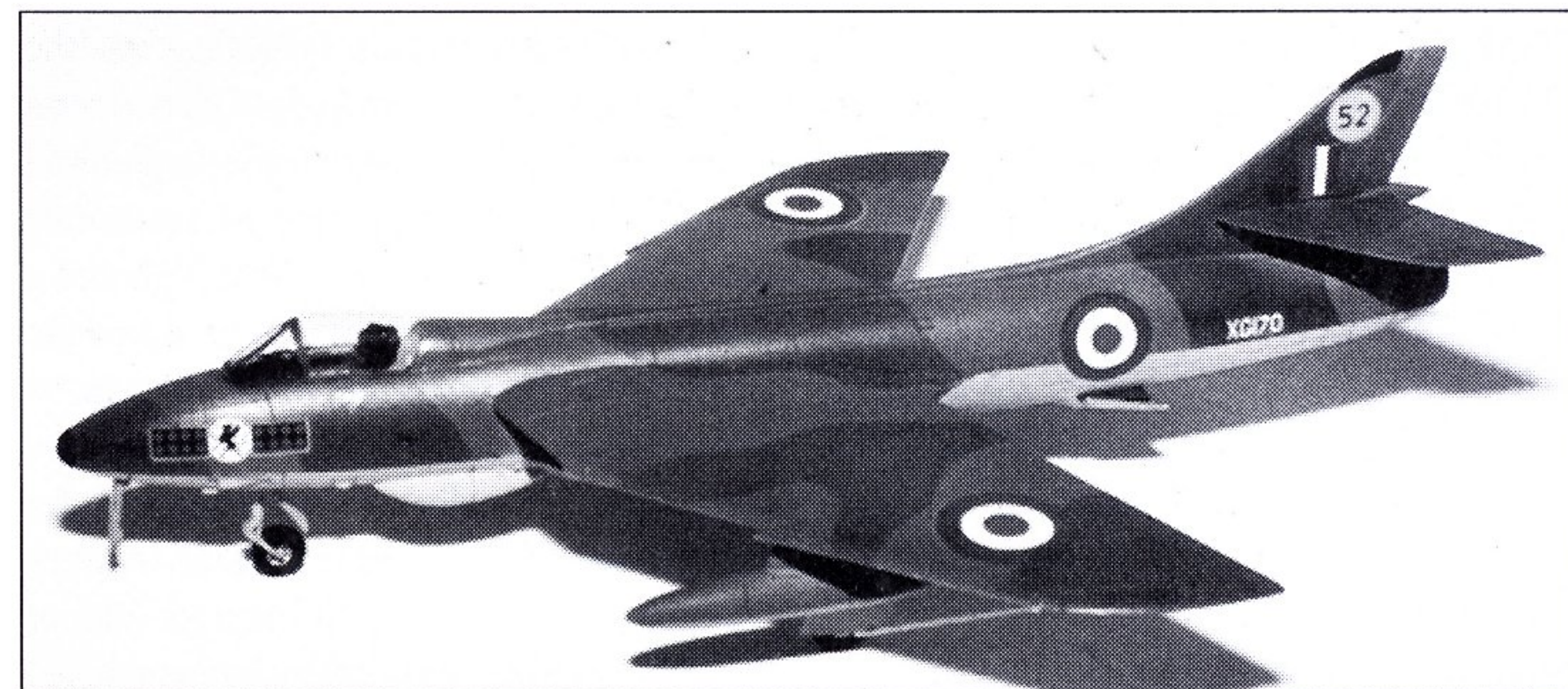
Conclusion/Recommendation

Great detail and lots of bits to stick on and fiddle with. A sexy aircraft and an enjoyable, hassle free resin kit. I want another one.

Sometimes you spend over £20 on a resin kit and then have to purchase canopies, seats, brass frets, new undercarriage etc etc etc. This kit supplies the lot with high detail and good quality. If you want a good, straightforward introduction to resin kits then this has to be near the top of the list. If you want a very nice kit of the Hunter F.6 then ditto. Personally I believe that this kit is worth £27.50 because of extra details supplied.

My thanks to PJ Productions for supplying the review sample.

Steve Benstead



Gloster E.28/39 'Whittle'



Technical Data

Manufacturer: High Planes Models
Scale: 1/72nd **Price:** £14.00
Type: Limited-Run Injection Moulded Plastic, Vac-Form Clear & White Metal
Parts: Plastic 17, Vac (Clear) 1, Metal 1
Decal Options: 1
Distributor: H.G.Hannant Ltd, Harbour Rd, Oulton Broad, Lowestoft, Suffolk. NR32 3LZ
 Tel: 01502 517444 Fax: 01502 500521

The Kit

There is nothing subtle about the colour of the plastic used in this kit. It's the sort of colour that Matchbox once used for their kits. A vivid light blue. My first impression was "This is going to be hard work". First impressions can be deceiving. On this occasion I was spot on. There is a lot of tidying up to do. The instructions state "test

fitting and adjusting components are required for a good fit". I suspect that this is an understatement.

Construction

Where shall I begin? The cockpit needs extensive work. There is a cockpit floor

template in the instructions but this is square whereas the aircraft sides curve in towards the nose. First thing to do was work out where the intake divider plate should go and design the inside around that. The intake divider comes in two halves so that you can add nose weight. Forget that. You will not be able to put a lot in there and, once you have shortened the length of the intake divider so that the instrument panel will fit in front of the pilot's seat, there is practically no space for nose weight left. I glued the shortened intake divider to a bulkhead that attached to the new cockpit floor section I had shaped from plasticard. Side consoles were built up using square section sprue and a rear bulkhead added. I then attached bulkheads to the underside of the cockpit floor to form the forward and rear ends of the nose wheel undercarriage bay (if not you can look right through the kit from

underneath). Behind the cockpit and undercarriage bay bulkheads I glued about 2 grams of fishing weights. This works fine as they should be sufficiently forward of the main undercarriage legs to ensure that the weight is in front of the centre of gravity.

The seat and instrument panel are rather vague so I used an Aeroclub seat and control column (Ref:V 053) and made a new panel from plasticard. The rear bulkhead should have a rectangular hole behind and above the seat. The harness straps feed in from there. There is also a distinctive "A" frame construction behind the seat with a padded headrest attached. If anyone is building this kit and would like copies of some of the detail drawings I made, please write to me at the editorial address.

Having used Humbrol Interior Green lightened with 10% Tamiya XF-21 Sky I

made some straps from masking tape and fed them through the gap prior to joining the fuselage halves. These fitted together well and only required a small amount of filler on the underside. The wings were also trouble free and joined to the fuselage with only a very small gap along the wing root. This I filled with PVA glue, gently smoothing it out with a finger. Tailplanes and rudder were added and then the complete aircraft was sprayed with Halfords Acrylic Primer. Some of the missing access panels, camera fairings, drain holes etc. were then added.

After painting I added all the undercarriage and lumps etc. The instructions recommend filling an area of the wheel wells prior to assembling the wings and then drilling holes to attach the undercarriage legs. This probably works fine but I decided to use a section of soft plastic hollow rod which could be glued to the wings and then the undercarriage legs could locate into the rod. This seemed to work just as well.

Accuracy

The overall accuracy is very good. The shape of the wings is excellent. The kit is 111mm long and has a wingspan of 123mm. This equates to 25ft 9 inches long and 28ft 9

inches wingspan. In reality the aircraft is described as being 25ft 4 inches long with a wingspan of 29ft. Not bad. The tail pipe looks too long and this is where I believe the discrepancy occurs. Was the tail pipe adjusted when the different engines were installed? Would this account for the apparent extra length?

Colour Options

The instruction sheet shows the Dark Earth/Dark Green scheme as worn in the earlier parts of the flight test programme with type "A" roundels. Later a grey and green scheme was used with type "B" roundels. Later test flights used auxiliary fins which aren't mentioned in the instructions. The decals supplied tend to suggest the later part of the flight test programme yet the colour options are for the earlier part. I went along with the instructions and used AeroMaster 1051 Orange Yellow for the underside colour and Tamiya XF-52 Flat Earth with XF-61 Dark Green for the camouflage.

Decals

The decals are pretty good, although they do seem to have quite a bit of carrier film which can silver slightly. Adhesion was

good and they generally behaved themselves when applied.

Decal Rating = 7/10

Conclusion

Looks a lot better when finished. Perhaps a project to attempt in one go, if you leave it for a few weeks you may not start again. A dinky little aircraft when completed and it will look good alongside my Heinkel 178

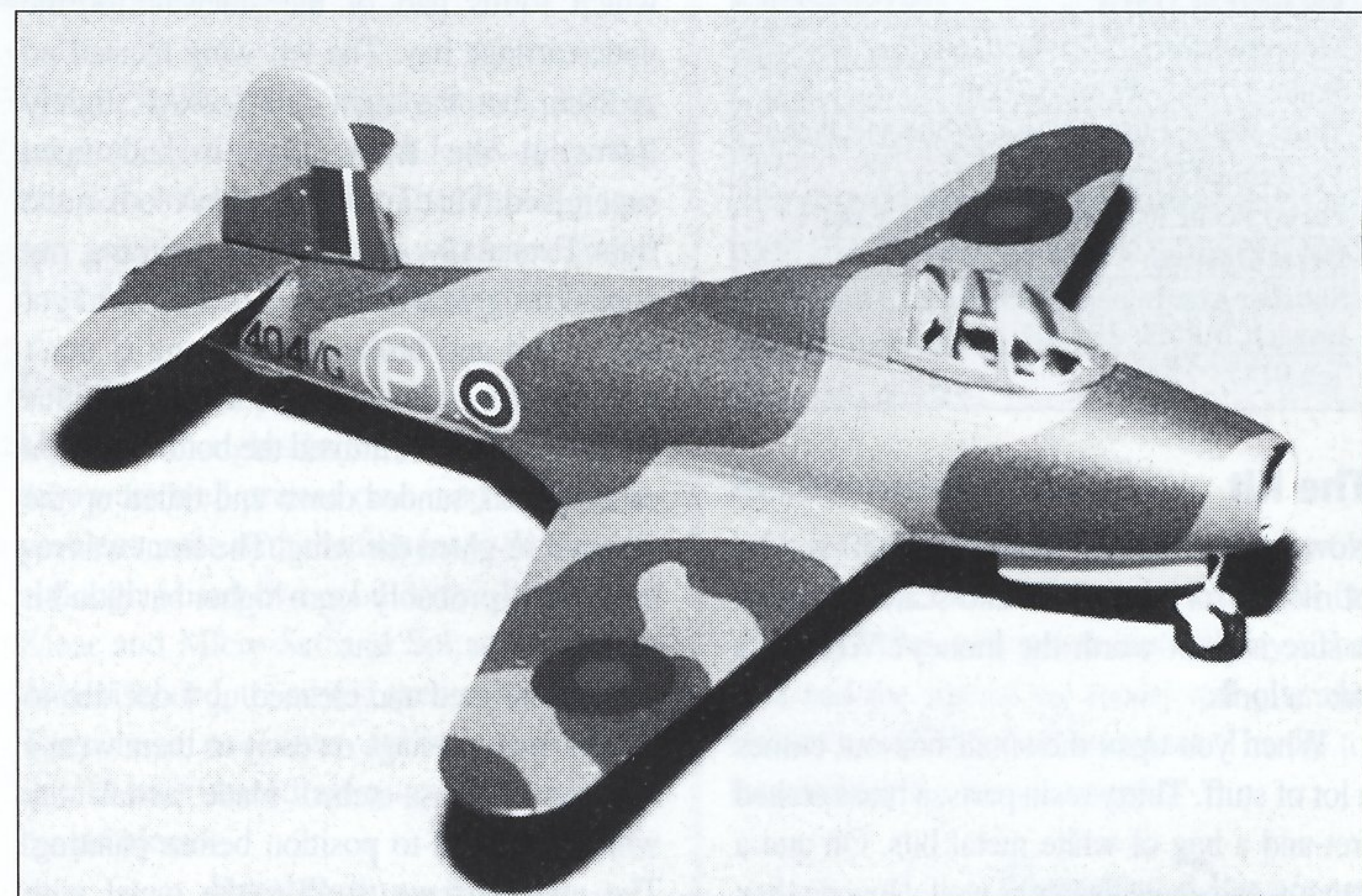
and Bell XP-59.

Recommendation

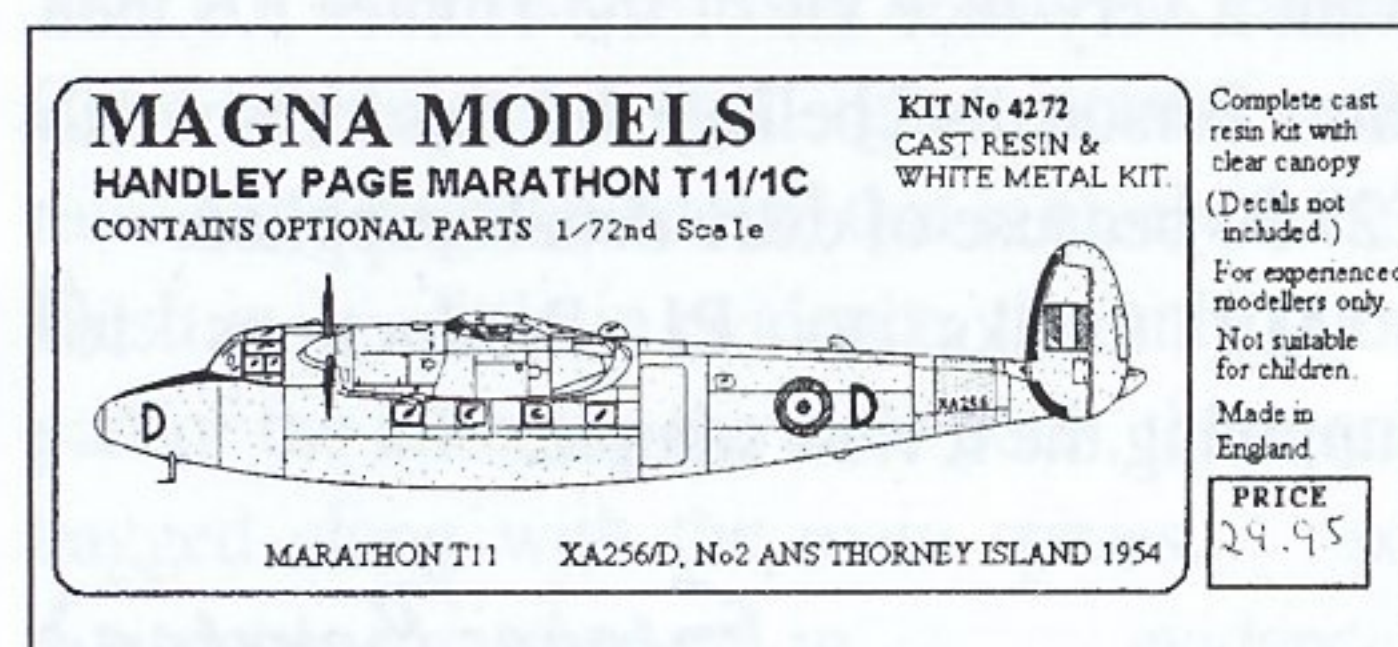
If, like me, you enjoy messing about with plasticard and scratch building then you will enjoy the challenges that this kit presents. Not one for the novice though.

My thanks to High Planes for the review sample.

Steve Benstead



Handley Page (Miles) Marathon



Technical Data

Manufacturer: Magna Models
Scale: 1/72nd **Price:** £29.95
Type: Resin, White Metal & Vac-formed Clear
Parts: Resin 17, Metal 30, Clear 8
Decal Options: N/A
Manufacturer: Magna Models, 4 Brian Close, Sandford, Wareham, Dorset. BH20 7BJ
Tel: 01929 553518

The Kit

The main parts are in resin and have lightly scribed panel lines and a smooth surface finish. There was only one small air bubble on a wing root that was simply filled when the wing was mated to the fuselage. Wheels, exhausts, props and all the undercarriage doors are finished in white metal and need a fair bit of cleaning up. The propeller hubs were quite pitted and had to be filled with careful soldering. Two sets of vac-formed transparencies are included and ample styrene stripping for the side windows.

The Instructions

Three comprehensive sheets of construction notes, scale drawings and history, including one whole sheet of colour options are included. The colour references are a little sparse and require further research to obtain the correct shades. The problem here is that we are getting spoilt with FS references on instructions and their omission, while not serious, can be a little frustrating.

Construction

I built this kit alongside the Sturgeon from the same manufacturer, and as mentioned in the review of that aircraft, this is my first venture into the world of resin. The resin parts were easy to clean up with a file and dry fitting as I went ensured against errors. The only problem with the fitting was the nose section to the main body. The two nose parts were fixed together with superglue and cleaned up, but when married up to the fuselage the effect was too nose high and a 3mm taper has to be removed to obtain the correct nose outline, the widest part to be removed at the base. The cockpit comes complete in a single resin moulding with the exception of the white metal control columns. This area was painted in Interior Green with black seats and instrument panel and highlighted with a light grey dry brushing. As I was going for a civil option I painted the seat 'cushions' Dark Blue. The cabin interior is well catered for with 10 twin seat combinations to cover all seating arrangements available in this aircraft. The resin mouldings are a little overdone with the 'fill' for the mould but this comes in handy as the floor of the fuselage halves is not level and either a false floor must be fitted from scrap or you can file the seat bases to match the camber of the floor so that they appear level at window height. It's a bit fiddly but once enclosed inside the fuselage the white head rests, although little else, are visible and it will be noticed if they are at all skew-whiff. I finished the interior in Light Grey, including the seats, with Dark Blue covers and white head rests. The window frames look like they are of cavity wall construction and need thinning down from the inside prior to fixing the seats and the glass. The glass is

cut from styrene sheet and fits over all the side windows in one piece, laying in a recess in the fuselage side and fixed with PVA glue. The only area that needed more than a smear of Isopon marine filler was around the engine nacelles as they are a little smaller than the corresponding nacelle fairings. Once the filler was all sanded down, the main body was then cleaned in a solution of washing up liquid and the windows masked off before a coat of Holts acrylic white primer was applied to seal the resin. Once all the painting was complete, the Marathon was given its props and wheels. The holes for the white metal undercarriage need to be drilled out and these parts were fixed with superglue once painted. All the undercarriage doors have lug hinges on them and this makes for a firm fix when glued on. Each prop comes as a single part and after the spinner bosses had been filled and smoothed down again, are simply butt jointed to the engine nacelles with superglue. The final job is fixing the cockpit glazing and this was carefully cut away from its vacforming and trimmed to fit. After the framing had been applied this was fixed using PVA Glue.

A note of warning here. This aircraft needs to be weighted if it is to sit on its

tricycle undercarriage. Don't forget this, add the weight before the two halves go together. I completely forgot and had to use brain surgery skills to get in behind the cockpit. There is no room in the nose so the weight has to go behind the cockpit door, and I had to use over 50 lead pellets crushed and 'glued' in to the space in front of the first set of seats. It takes quite a bit of weight so beware.

Accuracy

The model certainly looks right when compared with photos, and I put great stock by that...The dimensions come out about right, provided you don't get too keen with the file!

Colour Options

There are twelve options illustrated in the instructions, ten civil and two RAF, covering the entire history of this aircraft. Most of the production passed through RAF hands and the lack of suitable decals available could restrict the choice of finish to that of a military machine, but I was determined to build a civil variant and settled on the Derby Airways option from 1960. The top of the fuselage was given an acrylic white top coat and then masked off to allow the remainder to be given a coat of good old Nissan Silver. The cheatline on this aircraft was two outer lines of Medium Blue (Humbrol 14) and a



centreline of Red (Humbrol 19). The edges of each of these lines are white and the total width of the cheatline is 5 mm! I found some old BOAC 747 cheatline sections in the spares box and painted one in each colour. Once dry a VERY sharp blade was used to create 4 strips 1mm wide in blue and two strips in red. These were dipped momentarily into water and applied directly onto the side of the fuselage before the decal curled up. The strip is then teased from its backing paper with a fine brush and positioned carefully ensuring

that the strip is straight. It took a while but the effect was worth it. Once the cheatline had been trimmed, Clearfix was used to create the glazing on the port side door. Registrations were from a dry transfer sheet and the Union Jack for the tail was from the spares box. The Derby Airways logos are still in the 'ponder' stage as I am undecided how best to do these.

Decals

There are none supplied with this kit which is a shame as it limits the colour options

available to all but the most intrepid and creative among us....Decal manufacturers please note.

Conclusion

This one required some thinking about with its construction and finishing and should challenge most of us. The interior problem could have been easily remedied with a level floor being incorporated in the original design and some of the white metal moulding could be better. In a way these

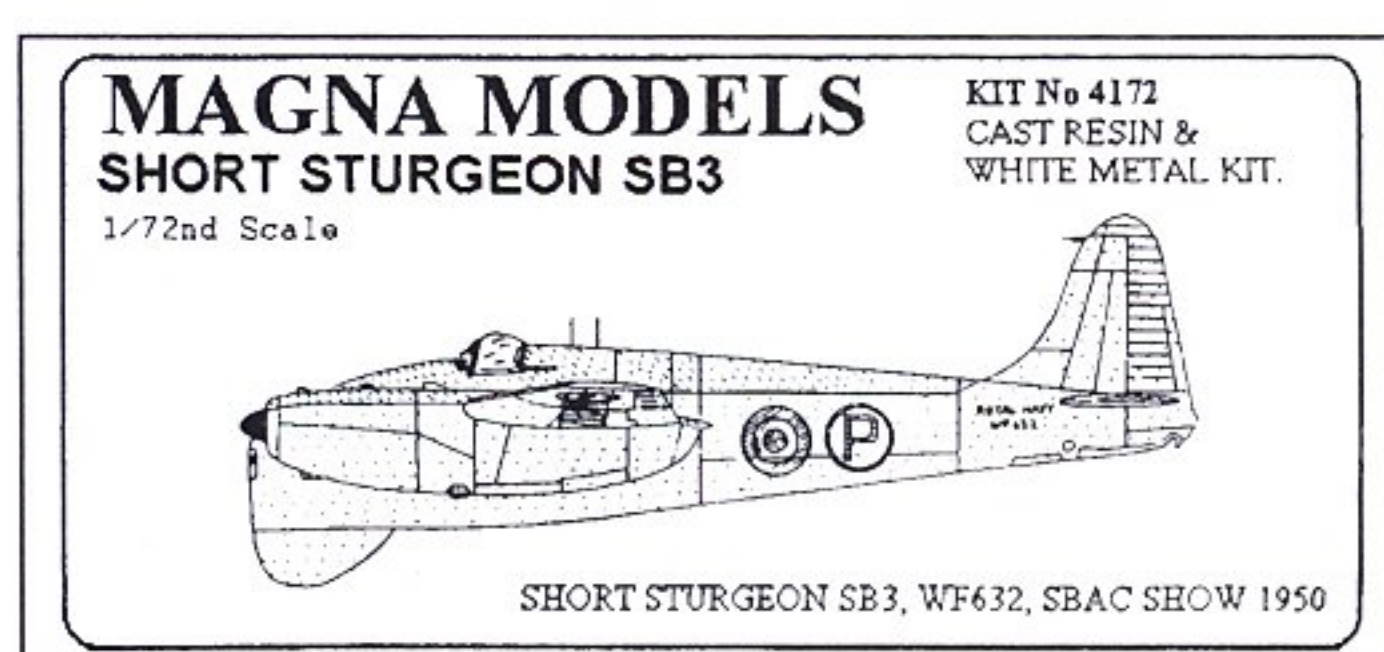
spoil what is a smashing kit. I really had an enjoyable time building it and I am very pleased with the end result.

Recommendation

Not for the beginner, but get one for later on, especially if you are into civil aircraft. This is one for those who like a challenge and will make a welcome addition to any 1/72nd scale collection. My thanks to Magna Models for the review sample.

Dan Claxton

Short Sturgeon Mk 3



Technical Data

Manufacturer: Magna Models
Scale: 1/72 **Price:** £23.95
Type: Resin, White Metal & Vac-form Clear
Parts: Resin 16, Metal 16, Clear 3
Decal Options: N/A
Distributor: Magna Models, 4 Brian Close, Sandford, Wareham, Dorset. BH20 7BJ
 Tel: 01929 553518

The Kit

The main parts are all in resin, quite crisply moulded with fine panel lines. My example had no surface bubbles whatsoever. Propellers, wheels and undercarriage doors are in white metal including the tail hook assembly. Two sets of vac-formed transparencies are supplied to allow for errors.

The Instructions

Two excellent A4 sheets contain a brief history of the aircraft, a breakdown of the parts, notes on construction and detailing to accompany the scale drawings, and two colour schemes and details of suitable decals and where to obtain them.

Construction

Having never built a resin kit before, this was begun with some trepidation. I'd read reviews on resin kits in the past that seemed more like horror stories with distorted parts and air bubbles everywhere. Not the case with this one, the parts cleaned up easily with the liberal use of a large file to remove the 'overflow' and fine sandpaper to finish off with several dry fittings to ensure that all joins would go together squarely. The cockpit tub is well detailed but a little wide at the base to fit into the fuselage but this is soon remedied with careful filing. All the parts were then given a good scrub with a mild washing-up liquid solution, dried and

then the interiors painted with RAF Interior Green. The seats for the cockpit and the two in the nose section were painted black as was the instrument panel and the whole lot dry brushed with Light Grey to tone it down. Seat belts were painted canvas and silver buckles added. The glass for the nose section has to be cut from a strip of styrene. One strip covers both the side windows and fits well into a recess in the fuselage outer wall. The nose window is similarly cut from a curved piece of styrene. Fixing was achieved with PVA glue but some thinning of the fuselage wall around the windows should be undertaken prior to fixing in place so as to lose the 'fitted window sill' look.

Construction is now a simple job with Superglue and parts line up well with one another, taking only a few seconds to set solid. Make sure the fit is correct prior to contact. The only minor blemish here is that the rear of the nose section is thinner than the fuselage body and requires a bit of filler on either side to amend. Many of the 'how to' pages I've found on the Internet advocate using auto body filler for resin kits as normal plastic filler doesn't stick too well. I've always found auto filler like P38 sets very hard so I used marine filler from Isopon that is intended for fibreglass boats. This sets much softer and is easy to file and sand down without running the risk of damaging the resin mouldings. You can easily remove any major excess filler with a knife prior to sanding. All the joints were given a smear of filler and once sanded, the body was again washed and the windows masked prior to a coat of Holts Acrylic White Primer to seal it.

Once the Painting is complete the white metal parts are fixed in place with Superglue. This is a simple operation, the only fiddly bit is fixing the oleo arms to the undercarriage legs, without fixing the tweezers to the job as well. The last job is always the cockpit glazing and after careful trimming and many dry runs, PVA glue was applied to obtain a fix. Don't overdo the trimming however, the original aircraft sliding hood sat noticeably proud of the fuselage, not flush.

Accuracy

The overall dimensions are correct to the scale drawings I have of this aircraft and the general look is about right when compared to a photo, which is the important thing. However the rake and depth of the underside of the engine nacelles looks to be a little thick in profile at the forward end. This is confirmed with photographs of the original. There is a good one in Fly Navy by Ray Williams of this aircraft in its original primer and natural metal finish and the engine nacelles are much sleeker in appearance. This could be easily remedied with file and sandpaper and a rescribing of the panel lines but I was too far into the job by the time I found the photo.

Colour Options

There was only one example of this aircraft fully constructed so the options are limited. You can make the machine at the time of its first flight, in a mixture of Zinc Chromate Primer (Humbrol HD4) and natural metal (Holts Nissan Silver) areas.

This is the one I chose as it is a perfect illustration of the lash-up that this machine truly was and it's something a bit different. The Silver was sprayed over the entire airframe whilst still marked up after the primer coats. The Zinc Chromate areas were then brush painted on with the edges left a little rough and ragged. The end result I found rather pleasing although I was having my doubts about half way through. All the wheel wells were painted in Interior Green and I added black walk ways on both sides of the cockpit on the top of the wings near the root as there is evidence of one on the starboard wing in the photo in Fly Navy and as pilots normally climb in from the port

wing I assumed there was one there too.

The second option is as the aircraft appeared at the SBAC Farnborough in 1950 and is standard Fleet Air Arm scheme of Sky undersides and Dark Sea Grey upper fuselage and wing surfaces.

Decals

There are no decals supplied with this kit. But standard roundels are in six positions and the serials on the undersides of the wing and rear fuselage will have to come from the spares box. The disc for the 'P' of the fuselage sides was made from an old WWII RAF yellow edged roundel with the centre painted white and a yellow 'P' applied, again from the spares box.

Conclusion

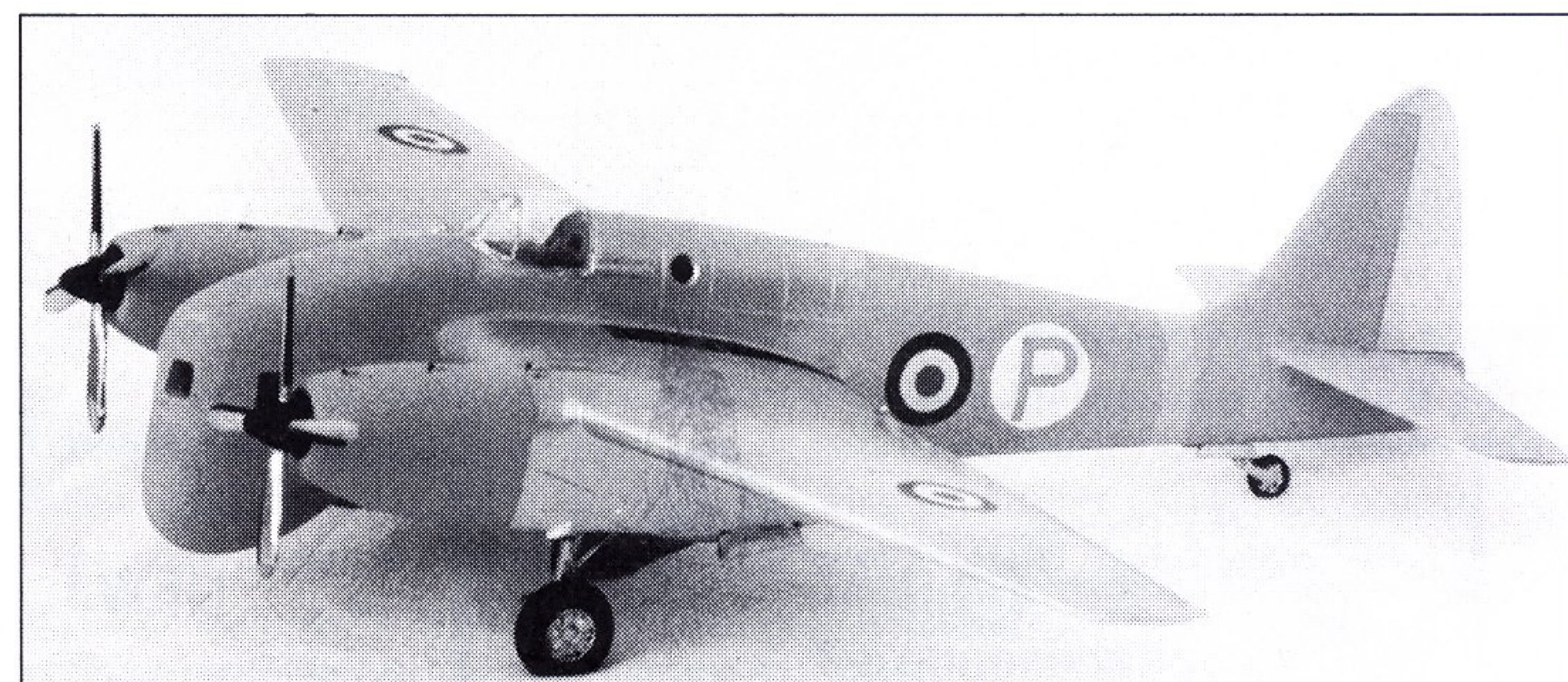
I really enjoyed the experience of breaking new ground with this kit. It is well thought out and goes together easily and with the minimum of fuss. It certainly laid any fears to rest that I had about working in this medium and the finished model has an odd charm all of its own. Beauty is in the eye of the beholder as they say. Nice one Magna.

Recommendation

This is not a kit for beginners to modelling, but if like me, you've been messing about with plastic for a while and have never built a resin model before then give this one a go. Construction is straightforward and instructions comprehensive. You'll be converted.

My thanks to Magna Models for the review sample and the information with regard to the photographs.

Dan Claxton



Thank You

Scale Aviation Modeller would like to extend our thanks to REVELL®, Binney & Smith (Europe) Ltd for the generous supply of paints and accessories from their extensive range for use by the editorial team.

Thank You

Scale Aviation Modeller would like to extend our thanks to AeroMaster for the generous supply of paints from their "Warbird Color" range for use by the editorial team.

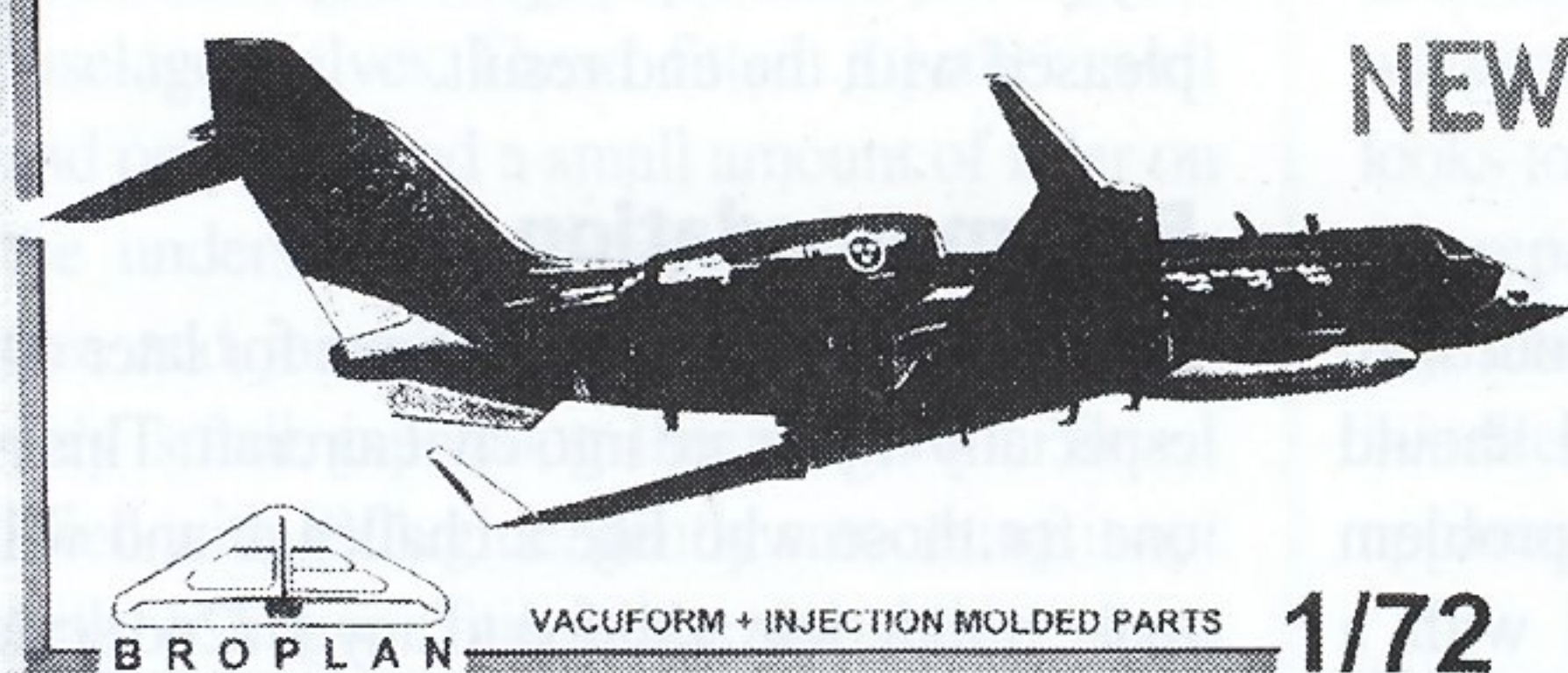
Thank You

Scale Aviation Modeller would like to extend our thanks to Humbrol Ltd for the generous supply of acrylic paints and brushes from their extensive range for use by the editorial team.

Previews

GULFSTREAM G-IV SRA-4

NEW!



VACUFORM + INJECTION MOLDED PARTS

1/72

Technical Data

Kit: Gulfstream G-IV SRA-4 **Manufacturer:** Broplan

Scale: 1/72nd **Price:** £TBA

Type: Vac-formed & Injection Moulded Plastic

Parts: Plastic (Vac) 56, Plastic (Inj) 38, Clear 5

Decal Options: N/A

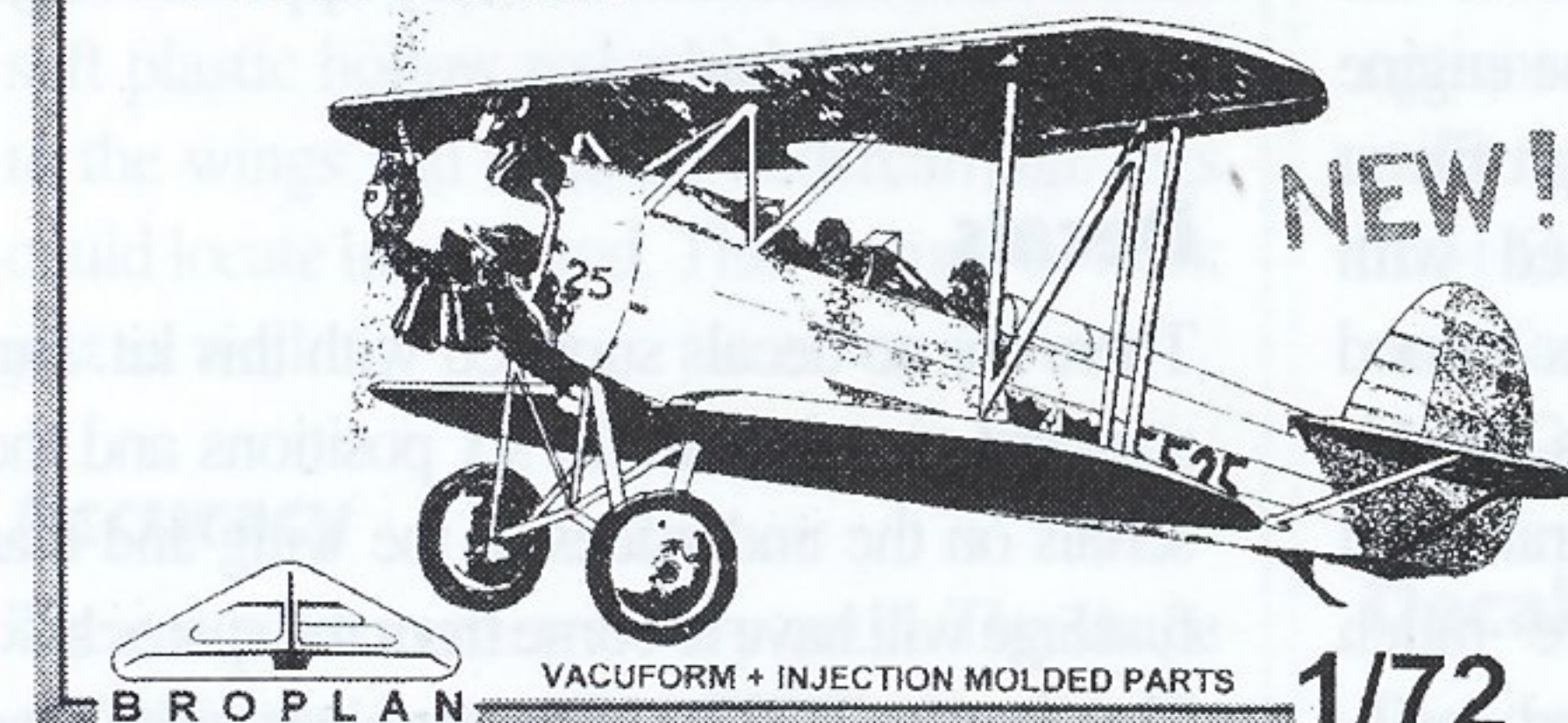
Manufacturer: Broplan, ul. Pilotów 10G/33, 80-460 Gdańsk, Poland

UK Source: Swan Model Engineering

ASJA Sk10

RAAB-KATZENSTEIN RK.26

NEW!



VACUFORM + INJECTION MOLDED PARTS

1/72

Technical Data

Kit: ASJA Sk10 Raab-Katzenstein RK.26 **Manufacturer:** Broplan

Scale: 1/72nd **Price:** £TBA

Type: Vac-formed & Injection Moulded Plastic

Parts: Plastic (Vac) 18, Plastic (Inj) 36 & Clear Sheet

Decal Options: N/A

Manufacturer: Broplan, ul. Pilotów 10G/33, 80-460 Gdańsk, Poland

UK Source: Swan Model Engineering

Koolhoven FK-51

escala 1/72

SERIE AVIONES DE ESPAÑA



DEKNO

Technical Data

Kit: Koolhoven FK-51 **Manufacturer:** Dekno

Scale: 1/72nd **Price:** £TBA

Type: Resin & White Metal **Parts:** Resin 17, Metal 8

Options: Single Seat, Trainer & Ground Attack versions

Decal Options: 6

Supplier: Dekno Rda Gral.Mitre, 215-217 3er Zona,

08023 Barcelona, Spain

Tel: 01502 517444

UK Source: Hannants

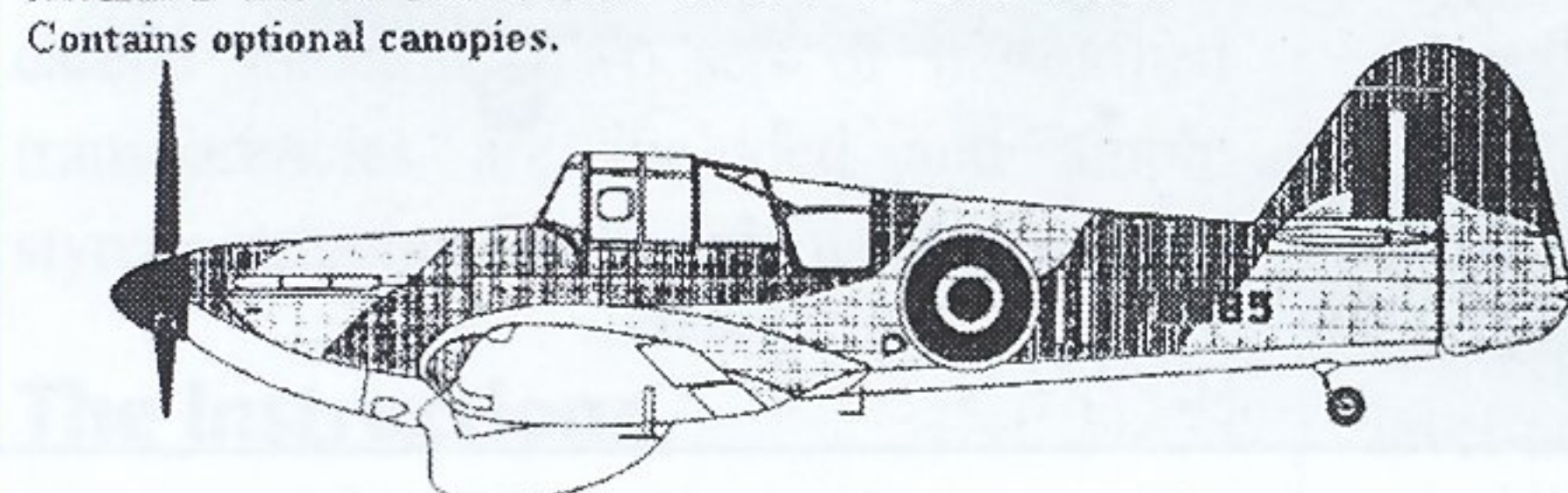
MAGNA MODELS

MILES MASTER MK 1/1A 1/72nd Scale

Contains optional canopies.

KIT No 4672

CAST RESIN & WHITE METAL KIT.



MILES MASTER MK 1A T8665/11 No 5AFV, TERNHILL 1943

Technical Data

Kit: Miles Master Mk 1/1A **Manufacturer:** Magna Models

Scale: 1/72nd **Price:** £17.25

Type: Resin, White Metal and Vac-formed Clear.

Parts: Resin 12, Metal 16, Vac 2

Decal Options: N/A

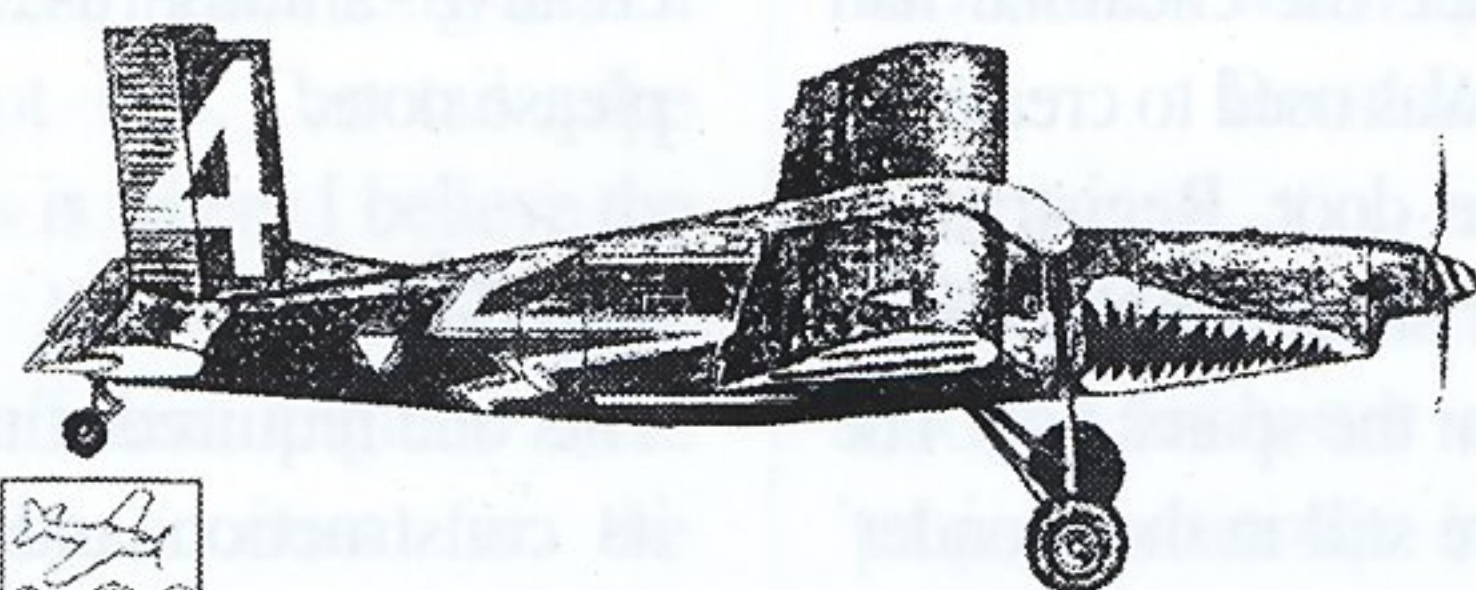
Manufacturer: Magna Models, 4 Brian Close, Sandford,

Wareham, Dorset. BH20 7BJ

Tel: 01929 553518

PILATUS PC-6 TURBO PORTER

AUSTRIAN "BRAVE ELISE" and SWISS SCHEMES



1/72 Scale Injection Moulded Model.
Includes White Metal and Resin Detail Parts

Technical Data

Kit: Pilatus PC-6 Turbo Porter **Manufacturer:** High Planes Models

Scale: 1/72nd **Price:** £TBA

Type: Limited Run Injection Moulded Plastic, White Metal, Resin & Vac-formed Clear

Parts: Plastic; 27, Resin 2, Metal 6, Clear 6

Decal Options: 2 ('Brave Elise' & Swiss A.F.)

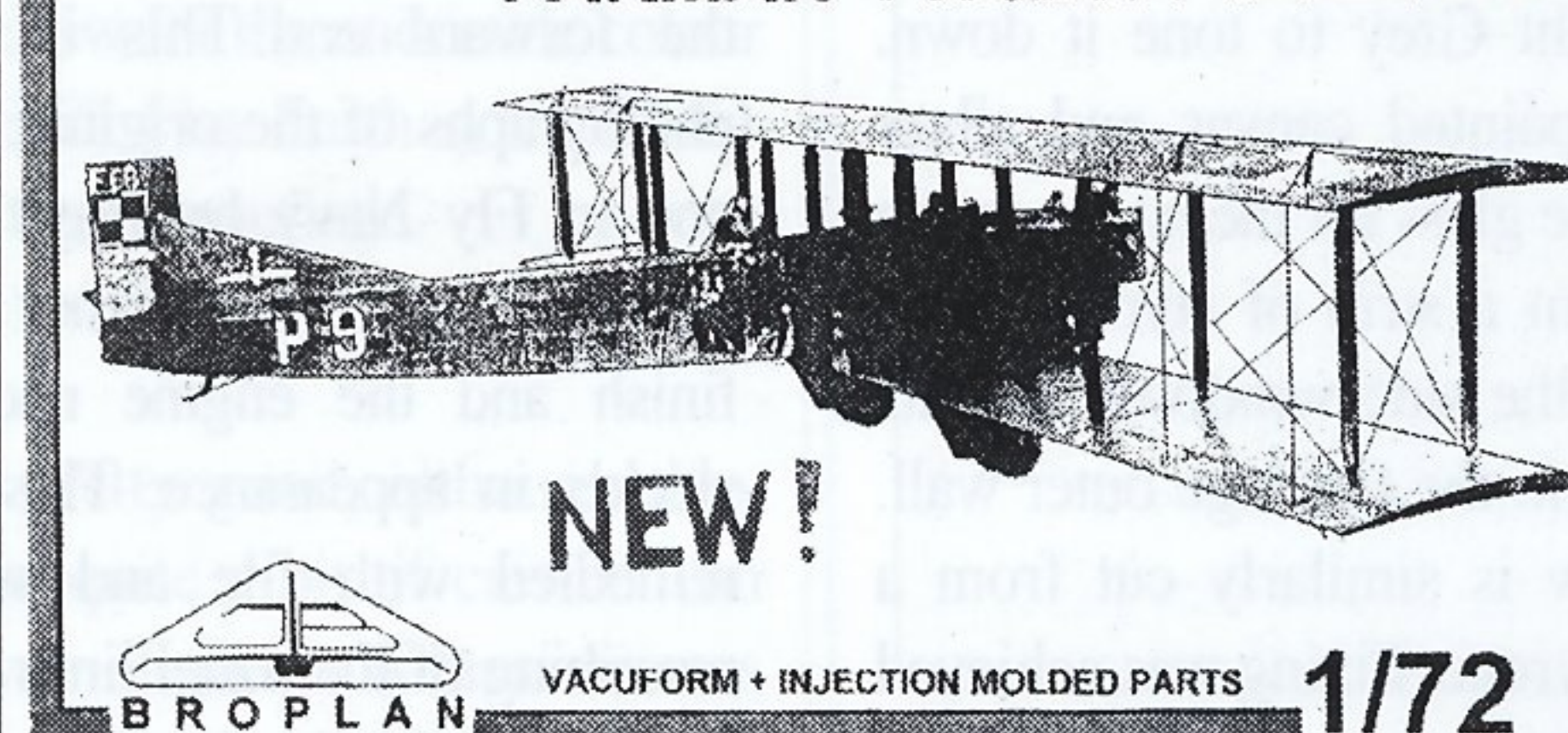
Manufacturer: High Planes Models, 127 Wheeler Street,
Corryong, Vic 3707, Australia

Tel: (060) 76 1961 **Fax:** (060) 76 1843

UK Sources: Maintrack Models & Hannants

FARMAN F.68BN4 GOLIATH

NEW!



VACUFORM + INJECTION MOLDED PARTS

1/72

Technical Data

Kit: Farman F.68BN4 Goliath **Manufacturer:** Broplan

Scale: 1/72nd **Price:** £21.50

Type: Vac-formed & Injection Moulded Plastic

Parts: Plastic (Vac); 28, Plastic (Inj); 68, Clear; 7

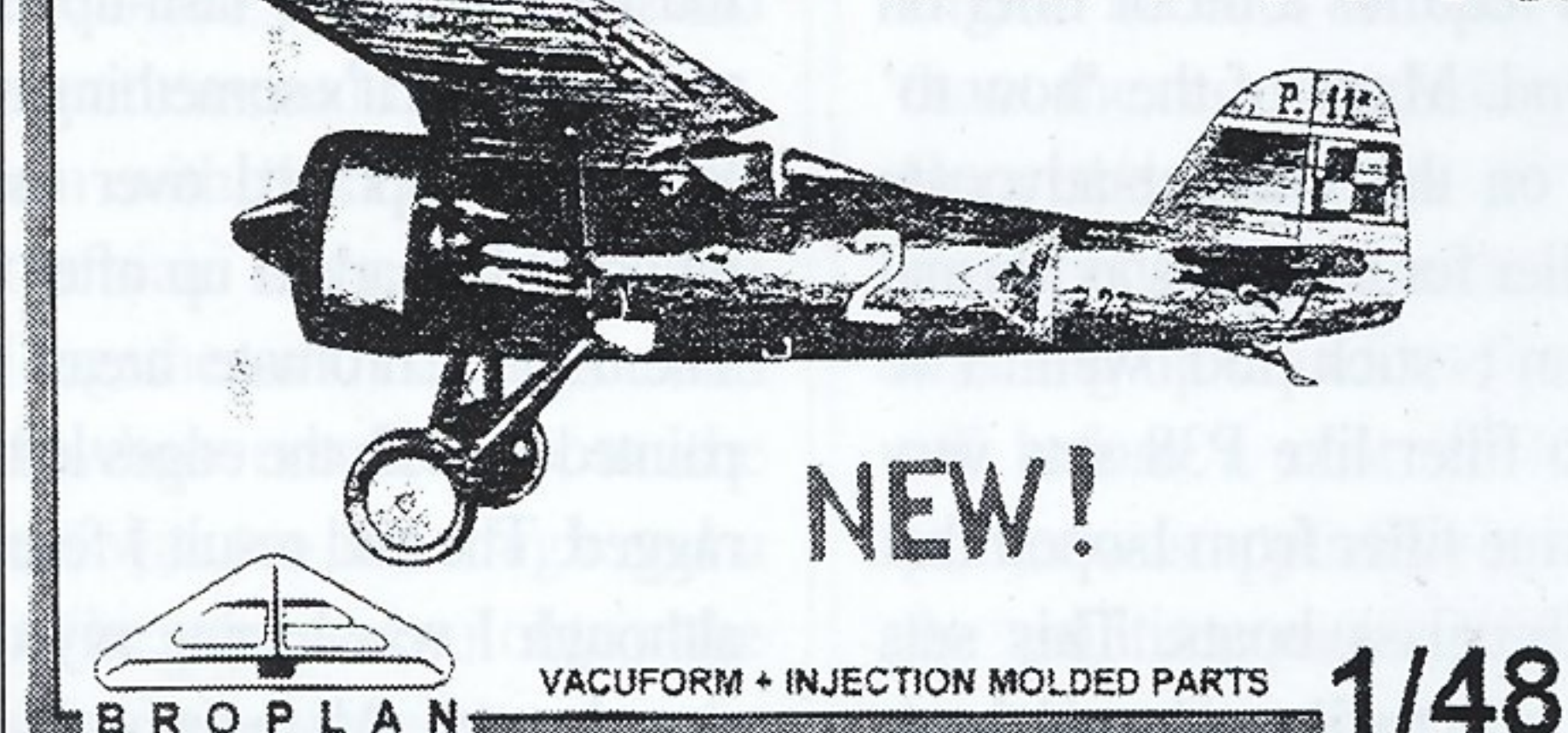
Decal Options: 1

Manufacturer: Broplan, ul. Pilotów 10G/33, 80-460 Gdańsk, Poland

UK Source: Swan Model Engineering

PZL P.11a

NEW!



VACUFORM + INJECTION MOLDED PARTS

1/48

Technical Data

Kit: PZL P.11a **Manufacturer:** Broplan

Scale: 1/48th **Price:** £TBA

Type: Vac-formed & Injection Moulded Plastic

Parts: Plastic (Vac) 19, Plastic (Inj) 18,

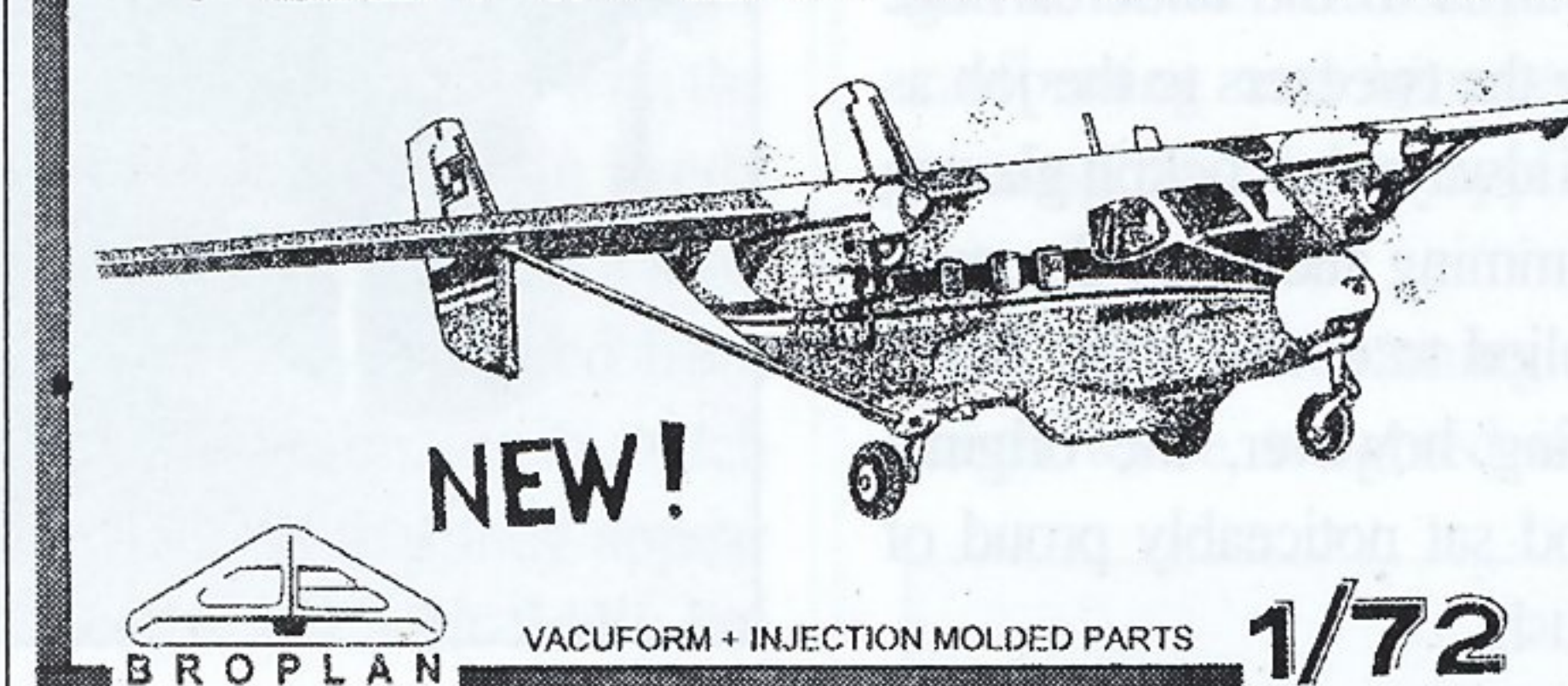
Decal Options: 2

Manufacturer: Broplan, ul. Pilotów 10G/33, 80-460 Gdańsk, Poland

UK Source: Swan Model Engineering

PZL An-28RM BRYZA

NEW!



VACUFORM + INJECTION MOLDED PARTS

1/72

Technical Data

Kit: PZL An-28RM Bryza **Manufacturer:** Broplan

Scale: 1/72nd **Price:** £TBA

Type: Vac-formed & Injection Moulded Plastic

Parts: Plastic (Vac) 46, Plastic (Inj) 28, Clear 3

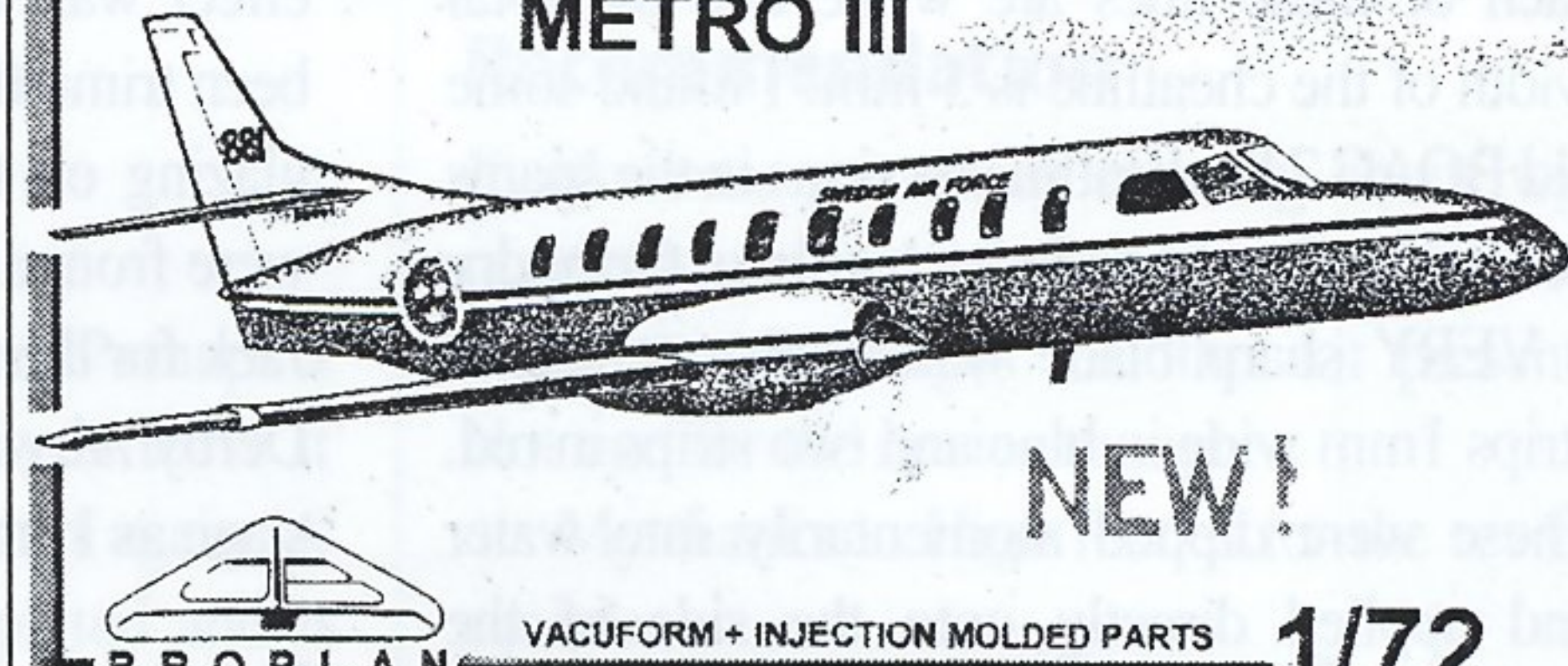
Decal Options: 1

Manufacturer: Broplan, ul. Pilotów 10G/33, 80-460 Gdańsk, Poland

UK Source: Swan Model Engineering

FAIRCHILD SWEARINGEN METRO III

NEW!



VACUFORM + INJECTION MOLDED PARTS

1/72

Technical Data

Kit: Fairchild Swearingen Metro III **Manufacturer:** Broplan

Scale: 1/72nd **Price:** £TBA

Type: Vac-formed & Injection Moulded Plastic

Parts: Plastic (Vac) 34, Plastic (Inj) 32, Clear 3

Decal Options: N/A

Manufacturer: Broplan, ul. Pilotów 10G/33, 80-460 Gdańsk, Poland

UK Source: Swan Model Engineering



Messerschmitt

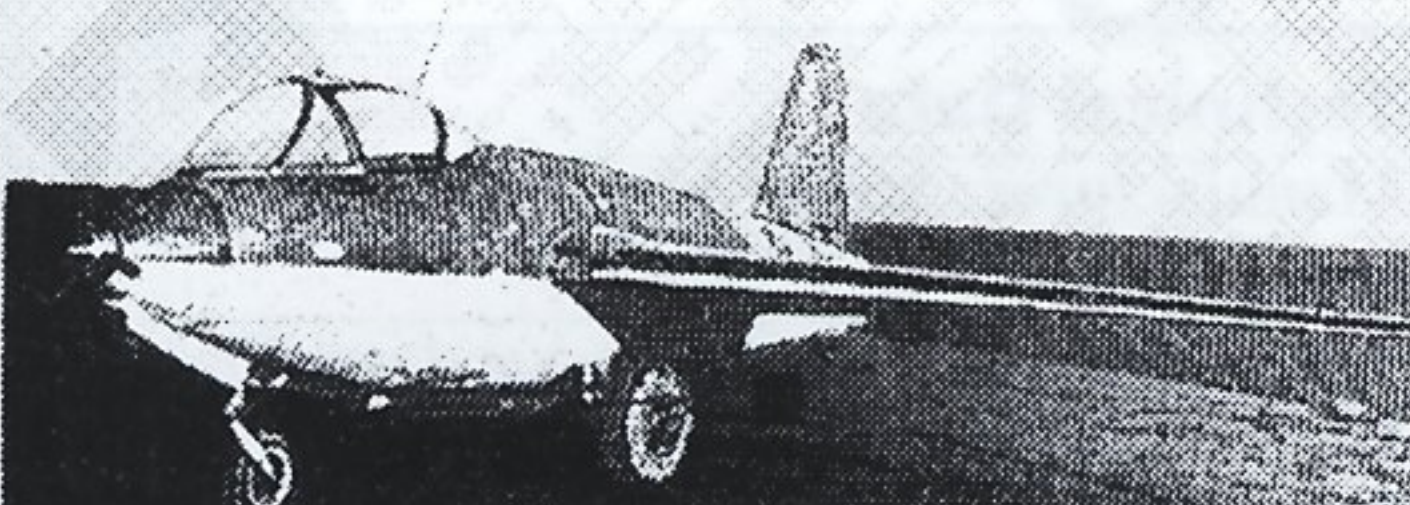
Me 263A-1

•Limited Run
•Injection Moulded

•Decals For
Prototype aircraft
1/JG 400
2/JG 400
3/JG 400

•Resin Parts By
True Details

•Cockpit
•Wheels
•Wheel Wells



1:48 Scale

Technical Data

Kit: Messerschmitt Me 263A-1 **Manufacturer:** Czech Model

Scale: 1/48th **Price:** £22.50

Type: Limited Run Injection Moulded Plastic, Resin & Vac-formed Clear

Parts: Plastic 34, Resin 10, Clear 2

Decal Options: 4

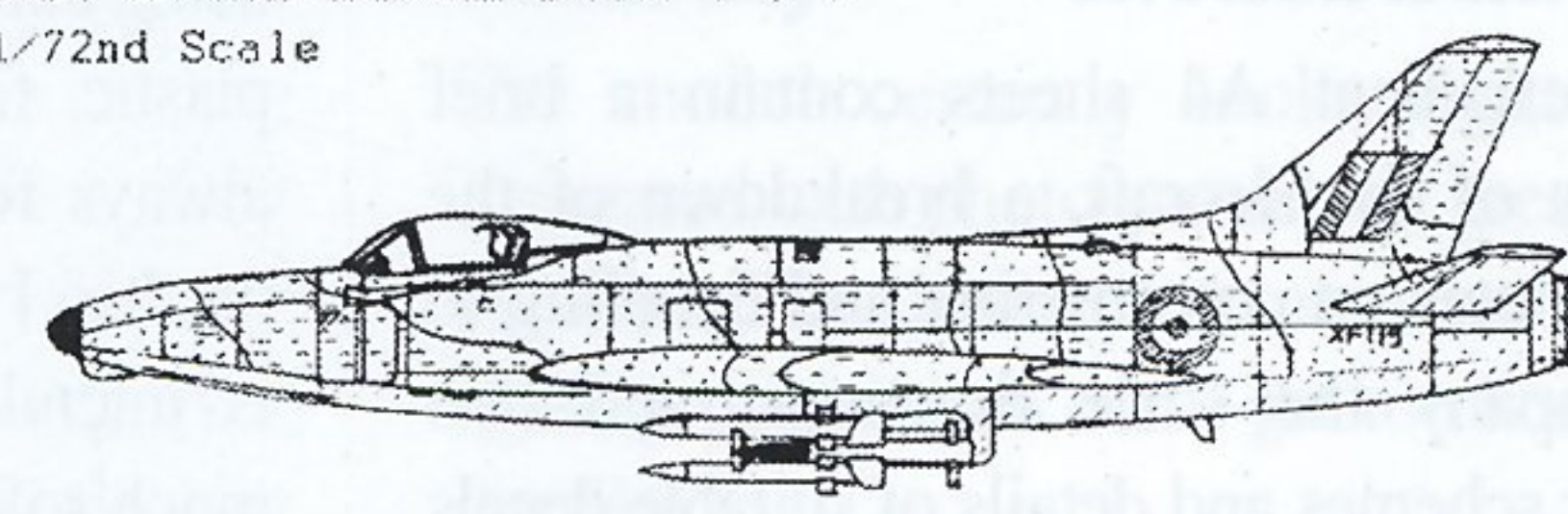
UK Importer: Pocketbond Ltd, P.O. Box 80, Welwyn, Herts. AL6 0ND

Tel: 01707 391509 **Fax:** 01707 327466

MAGNA MODELS SUPERMARINE SWIFT F7

1/72nd Scale

KIT No 4572
CAST RESIN & WHITE METAL KIT.



SUPERMARINE SWIFT F7 XF119 No 1 GWDS, RAF VALLEY 1958

Technical Data

Kit: Supermarine Swift F7 **Manufacturer:** Magna Models

Scale: 1/72nd **Price:** £19.95

Type: Resin, White Metal and Vac-formed Clear.

Parts: Resin 42, Metal 18, Vac 2

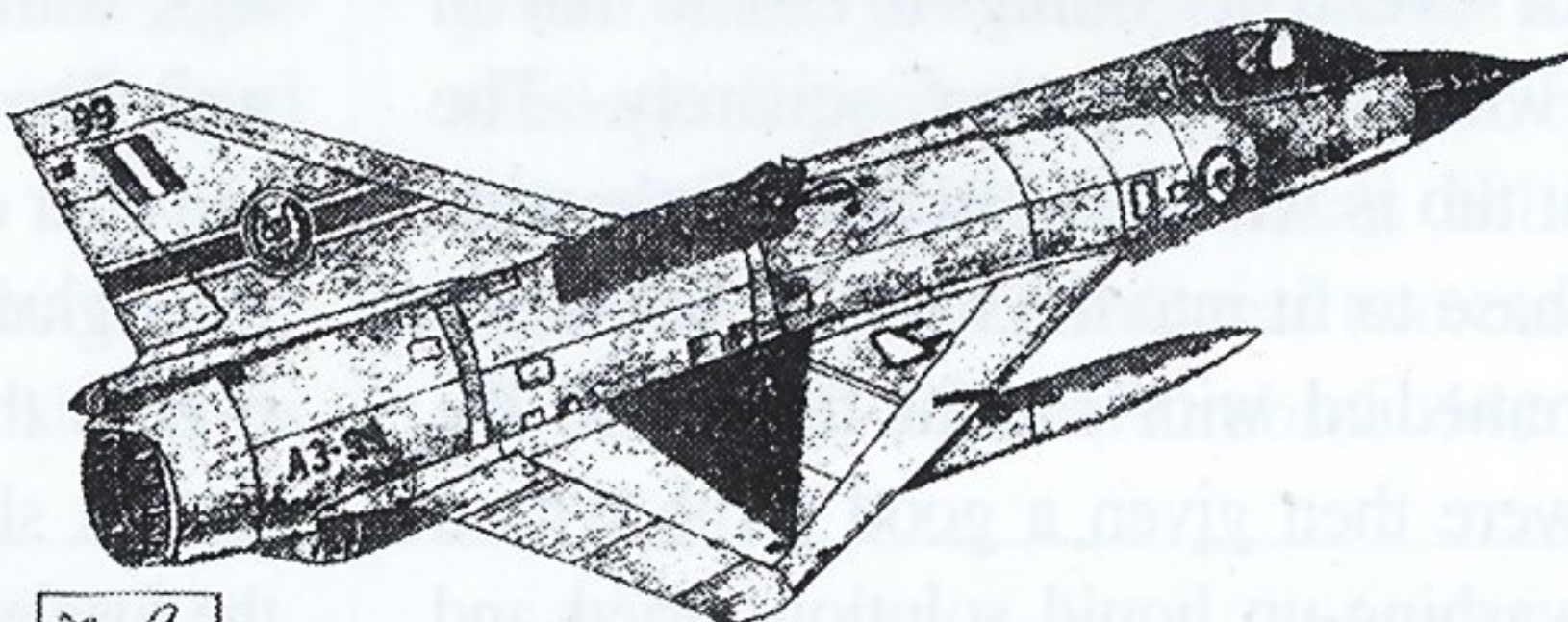
Decal Options: N/A

Manufacturer: Magna Models, 4 Brian Close, Sandford,

Wareham, Dorset. BH20 7BJ

Tel: 01929 553518

MIRAGE III



Technical Data

Kit: Mirage III **Manufacturer:** High Planes Models

Scale: 1/72nd **Price:** £TBA

Type: Limited Run Injection Moulded Plastic, White Metal, Resin & Vac-formed Clear. **Parts:** Plastic 41, Resin 7, Metal 11, Clear; 2

Decal Options: 3 (No. 75, 76 & 79 Sqn. RAAF)

Manufacturer: High Planes Models, 127 Wheeler Street,

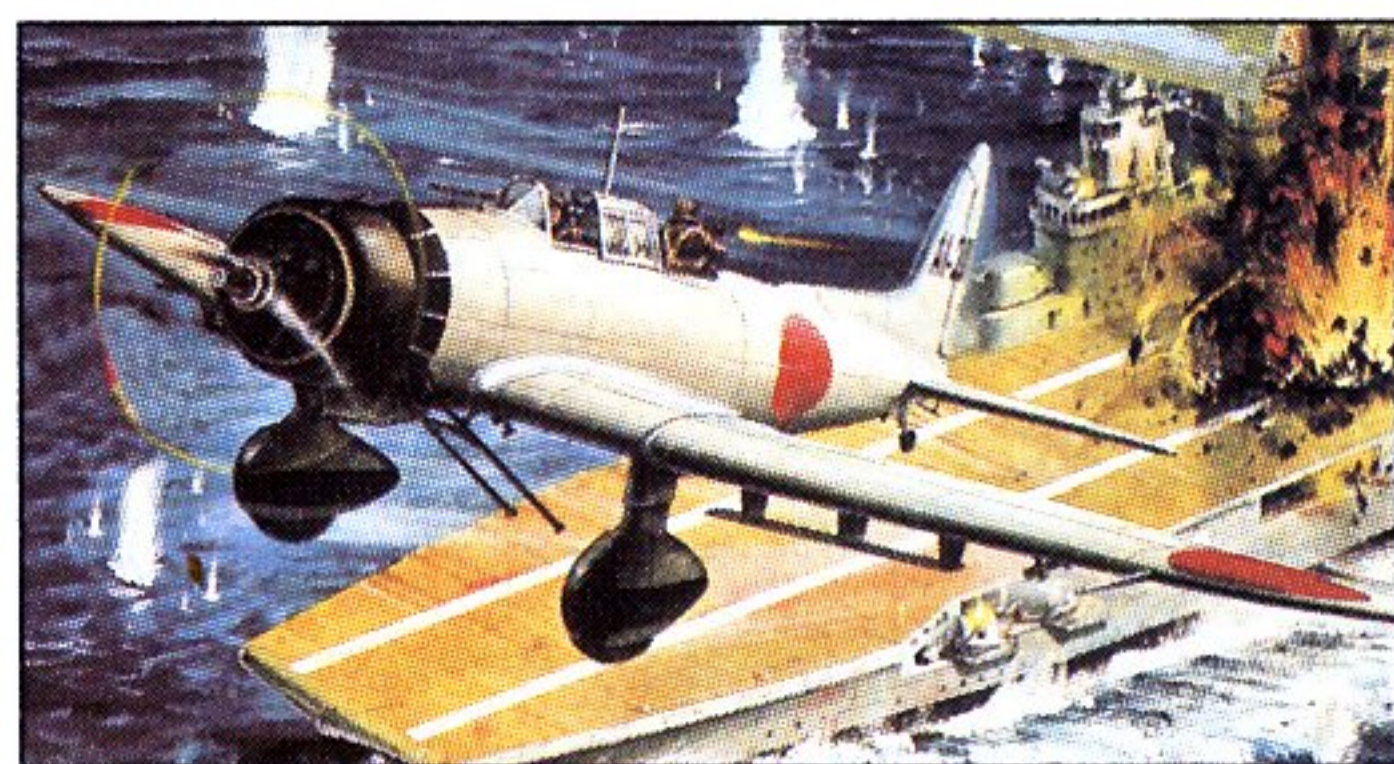
Corryong, Vic 3707, Australia

Tel: (060) 76 1961 **Fax:** (060) 76 1843

UK Sources: Maintrack Models & Hannants

Re-issue Reviews

Aichi D3A1 'Val'



Technical Data

Kit: Aichi D3A1 'Val' **Manufacturer:** Airfix

Scale: 1/72nd **Price:** £4.49

Type: Injection Moulded Plastic

Parts: Plastic 31, Clear 3 **Decal Options:** 2

Distributor: Airfix Ltd, Marfleet, Hull, North Humberside. HU9 5NE

Tel: 01482 701191 Fax: 01482 712908

History

Age of tooling: 1964 **Revised:** No

Also issued by: Airfix Craftmaster (USA), Lodela (Mexico) & MPC (USA).

Packaging & Instructions

Airfix standardised their packaging a short while ago and this has resulted in most of the smaller kits being in boxes of the same dimensions. Therefore you get this Series two kit in a fair sized box, shrink-wrapped in plastic. The contents inside are not even bagged. The clear parts are loose amongst all the other pieces and this will result in their getting marked.

Instruction diagrams are clear and quite easy to follow and all the detail painting etc is called out during construction.

All paints are keyed to the Humbrol range, with no mention of 'proper' names or BS/FS cross references.

Construction Comments

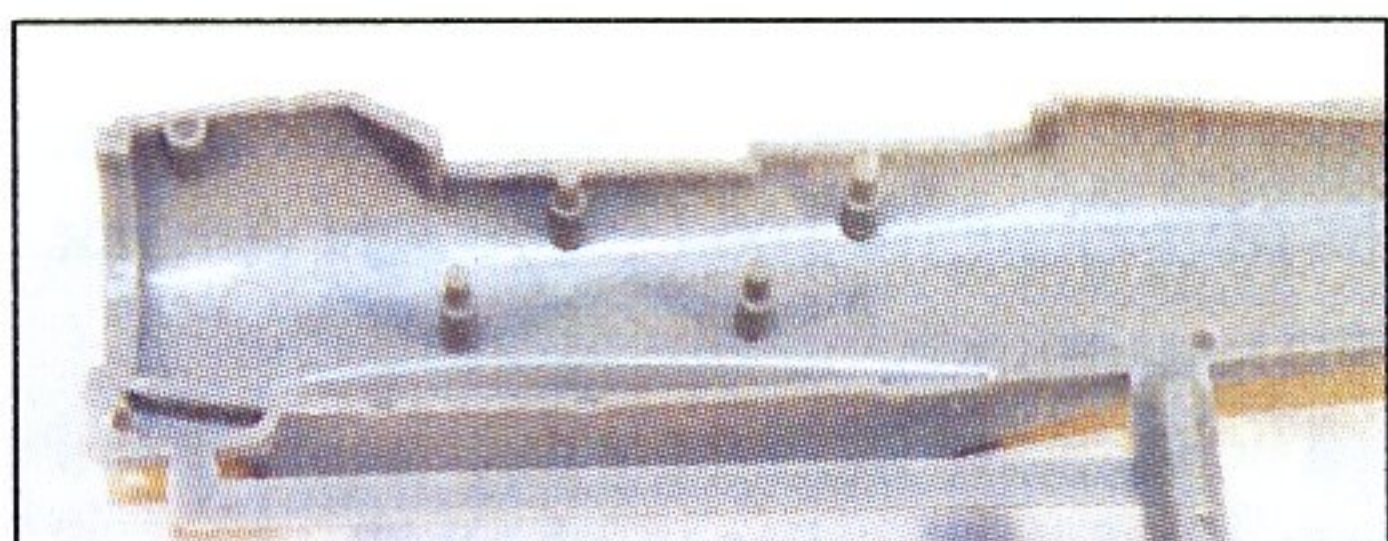
If you have ever made this kit before you will appreciate that it is a bit ancient now. The interior is non-existent and all you get in the cockpit are two inaccurate seats and two very skinny looking crew members.

Details such as the wheels and engine are disappointing and over-simplified. Surface detail is all raised with a mass of rivets.

Finally the canopies can be posed open, but they are so thick as to render them useless in the first place.

Colour Options & Decals

Two nice colour schemes are offered, both from the Pearl Harbour attack. The first is



AI-201, which was aboard Akagi and this machine is listed as Humbrol 196 (Satin Light Grey) overall with a black engine cowl. The real colour for this machine is IJN Grey overall.

The other option is BI-231, which was aboard the carrier Soryu and was the first lead



aircraft of the 21st Section, 1st Squadron. This aircraft is listed as a mix of Humbrol 91 (Matt Black Green) and 135 (satin varnish) over 195. The upper fuselage forward of the cockpit and the entire engine cowl on this machine is black. It also features a red tail and rudder on which are yellow stripes. These, and the stripes around the aft fuselage are supplied as decals.

The decals in this kit are matt with only a small amount of carrier film and all the images were well printed and in register.

Decal Assessment = 7/10

Recommendation

I would like to say 'a good old kit', however this aircraft type is available from other sources in a much better and newer form. This kit is thirty-three years old and it comprises just thirty-four parts for £4.49. Think of it, that is approx 10p per part and £1.09 for the box and decals!

Collectors, stack'em up for their future 'rarity' but if you want to build the Val, look elsewhere.

Our thanks to Airfix for the review sample.

Westland Whirlwind



Technical Data

Kit: Westland Whirlwind

Manufacturer: Airfix

Scale: 1/72nd **Price:** £4.49

Type: Injection Moulded Plastic

Parts: Plastic 33, Clear 1

Decal Options: 2 (No. 263 & No. 137(F) Sqn.)

Distributor: Airfix Ltd, Marfleet, Hull, North Humberside. HU9 5NE

Tel: 01482 701191 Fax: 01482 712908

History

Age of tooling: 1977 **Revised:** No

Packaging & Instructions

Once again this kit features the 'everything loose in the box' approach to packaging.

The instructions are in the same format as the others and is divided into the assembly and painting & decalling elements. In this kit for some strange reason the instructions have not been split logically and one sheet includes the construction diagrams and painting and marking details for one option, while the other contains the mass of multi-lingual instructions and the painting and marking guide for the other option.

Instruction diagrams are clear and quite easy to follow and all the detail painting etc. is called out during construction. Paints are

keyed to the Humbrol range, with no mention of 'proper' names or BS/FS cross references.

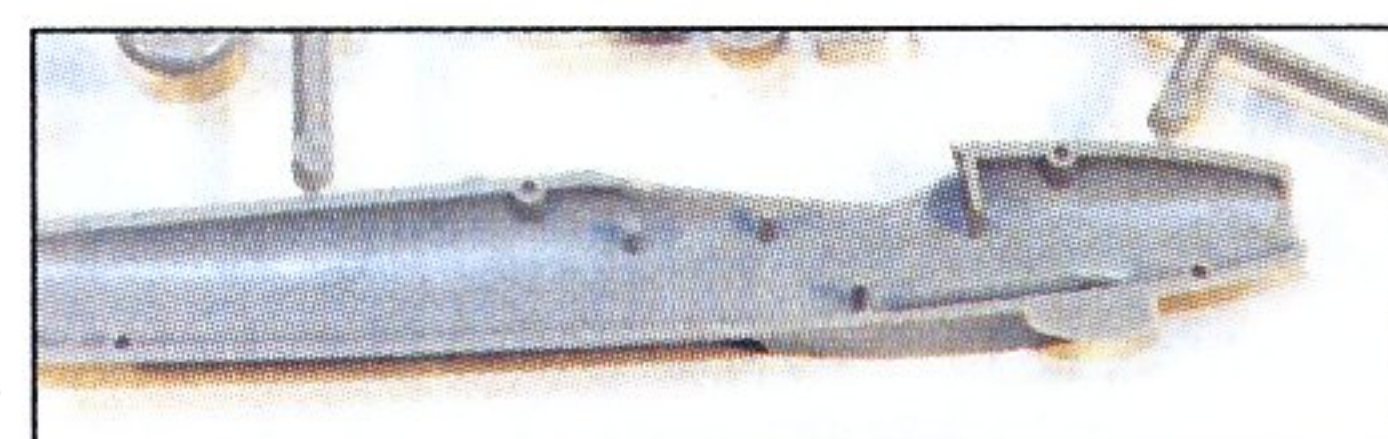
Construction Comments

Now the original kit of the Whirlwind was released in the 1950's and thankfully this is a case where Airfix actually considered the topic worthy of updating, and revised the tooling in 1977. This is therefore the 1977 version, but no other revision has been carried out on it in the intervening twenty years!

All surface detail is raised and the cockpit features a seat and rear decking unit onto which goes the pilot seat. There is no sidewall detail, cockpit floor, control column or instrument panel (difficult aircraft to fly this one!). The propeller blades look too thin to me and the undercarriage is over-simplified. The instructions show the model can be made with the undercarriage retracted and the doors closed and for this option I think the ? symbol in the top corner of the instruction sheet is very apt, as the kit features no stand to display the model in this configuration.

Colour Options & Decals

There are two options in this kit, the first being P7102, SF*P of No.137(F) Sqn. based at RAF Matlack in June 1942. This machine



was presented by Mr. and Mrs. Ellis of Fiji. This machine is listed as being Humbrol 106 (Matt Ocean Grey) and 30 (Matt Dark Green) over 64 (Matt Light Grey). I suspect this should be Ocean Grey and Dark Green over Medium Sea Grey.

The other option is P6984, HE*H of No.263(F) Sqn, based at RAF Exeter in December 1940. This machine is in Humbrol 29 (Matt Dark Earth) and 30 (Matt Dark Green) over a half-and-half undersurface in 90 (Matt Beige Green) and 33 (Matt Black). This machine is therefore in the usual RAF schemes of Dark Earth and Dark Green over Sky and Black. The fuselage Sky bands are supplied as a decal for both options, although, as you have to paint the spinners the same colour I would dispense with them.

The decals in this kit are the usual matt sort we find in Airfix kits. There is carrier film visible around each image and some of the smaller markings are a little fuzzy. Some stencils are included and the red centres to the wing and fuselage roundels are separate.

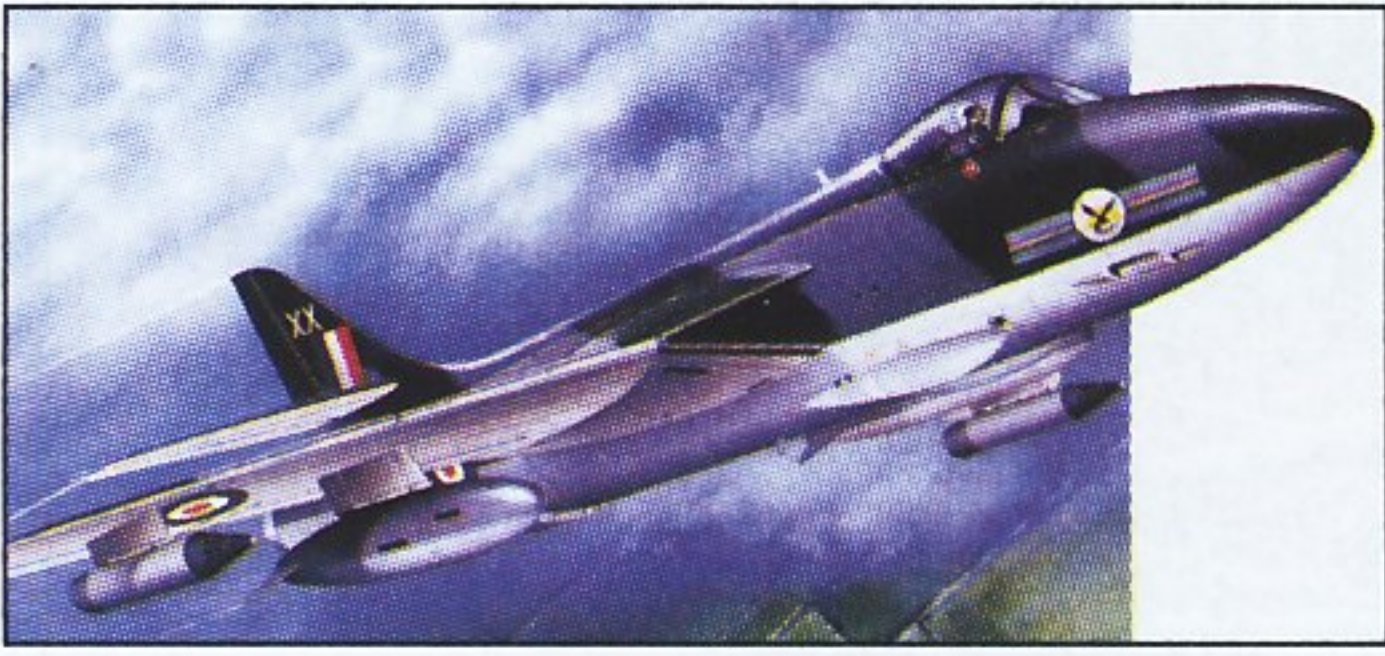
Decal Assessment = 7/10

Recommendation

Another oldie from Airfix. This time however there is a deciding factor in its suitability, it is the only kit of the Whirlwind in this scale ever. You have no choice therefore, if you want a Whirlwind in this scale, this is the only horse in town. For that reason it is good to see it back once again.

Our thanks to Airfix for the review sample.

Hawker Hunter FGA.9



Technical Data

Kit: Hawker Hunter FGA.9
Manufacturer: Airfix
Scale: 1/72nd **Price:** £4.49
Type: Injection Moulded Plastic
Parts: Plastic 57, Clear 1
Decal Options: 2 (No. 79 & 229 OCU)
Distributor: Airfix Ltd, Marfleet, Hull, North Humberside. HU9 5NE
Tel: 01482 701191 **Fax:** 01482 712908

Packaging & Instructions

Once again the standardised packaging mentioned on the Val review is apparent here. The parts are once again loose in the box and the clear parts are therefore prone to scratching.

The instructions are divided into the assembly and painting & decalling elements, each having a separate sheet. This is sensible on the part of Airfix when you consider how many times the kit may be re-issued with new decals.

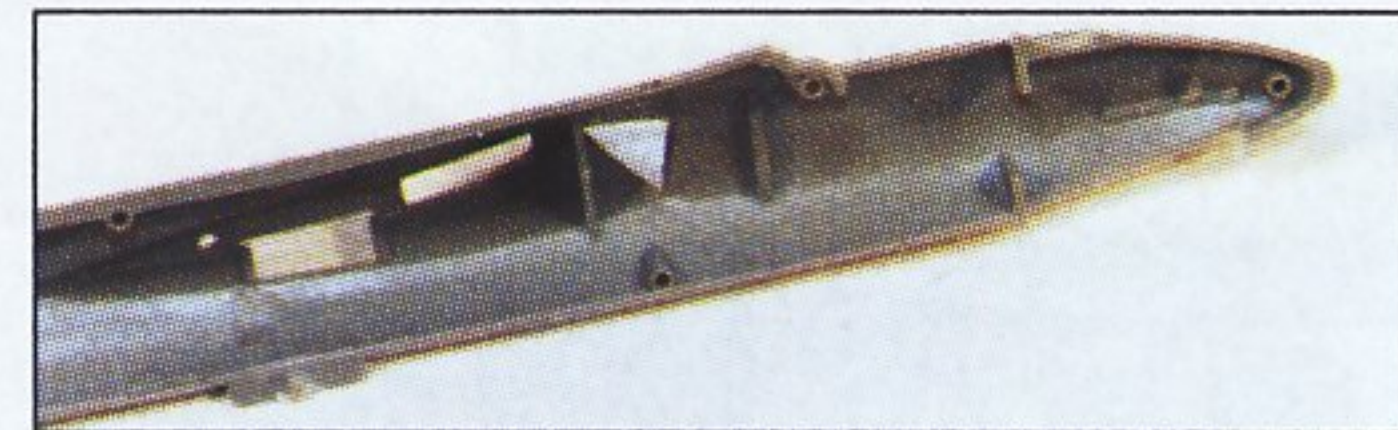
Instruction diagrams are clear and quite easy to follow and all the detail painting etc is called out during construction. Paints are

keyed to the Humbrol range, with no mention of 'proper' names or BS/FS cross references.

Construction Comments

The kit was based on the old F.6 model and that dates back to the 1950's. This version was revised to FGA.9 standard in the 1980's and the current edition is unchanged since then.

The kit features raised panel lines. The cockpit interior comprises a bare floor, no sidewalls etc, a seat, control column and pilot figure. The cockpit floor also makes up the



roof of the nose wheel well and 4 grams of weight will be needed in the nose of this kit.

The rudder and ailerons are separate, harking back to the ancestry of this tooling. Two styles of drop tanks plus Matra launcher pods are included.

Colour Options & Decals

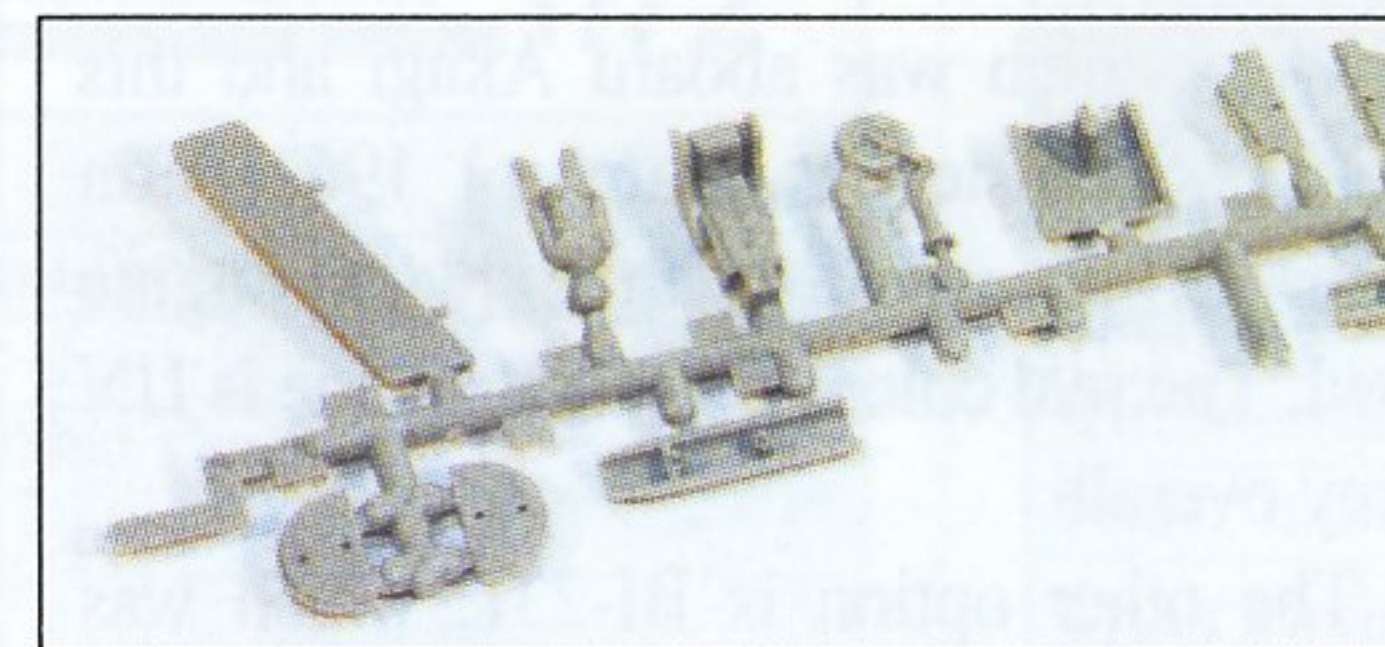
There are two colour schemes in this kit. The first is XJ673 of No.20 Sqn. RAF Tengah in 1962. This machine is listed as Humbrol 163 (Satin dark Green) and 164 (Satin Dark Sea Grey) over 56 (Aluminium).

The other option is XE624 of No.79



(Shadow) Sqn, No.229 OCU, RAF Chivenor in 1972. This machine is in the same basic upper scheme as the previous option although it is over Humbrol 166 (Satin Light Aircraft Grey).

The decals in this kit are matt with a small amount of carrier film and all the images



were well printed and in register. The decal sheet also includes a number of stencils for the type.

Decal Assessment = 7/10

Recommendation

We are all still waiting for a good Hunter in injected plastic in this scale and although this kit is far from being that, it is one of the few options available to the modeller. With a lot of work it can be made into a nice rendition of the type.

Our thanks to Airfix for the review sample.

Bristol Beaufighter TF.X



Technical Data

Kit: Bristol Beaufighter TF.X
Manufacturer: Airfix
Scale: 1/72nd **Price:** £4.49
Type: Injection Moulded Plastic
Parts: Plastic 53, Clear 2
Decal Options: 2 (No. 236 & 404 (RCAF) Sqn.)
Distributor: Airfix Ltd, Marfleet, Hull, North Humberside. HU9 5NE
Tel: 01482 701191 **Fax:** 01482 712908
History
Age of tooling: 1958 **Revised:** No
Also issued by: Airfix Corporation of America & Airfix Craftmaster (USA)

Packaging & Instructions

Once again this old kit is packed in the same size box as the other kits. All the parts are loose in the box and again that includes the clear parts.

The instructions are divided into the assembly and painting & decalling elements, each having a separate sheet.

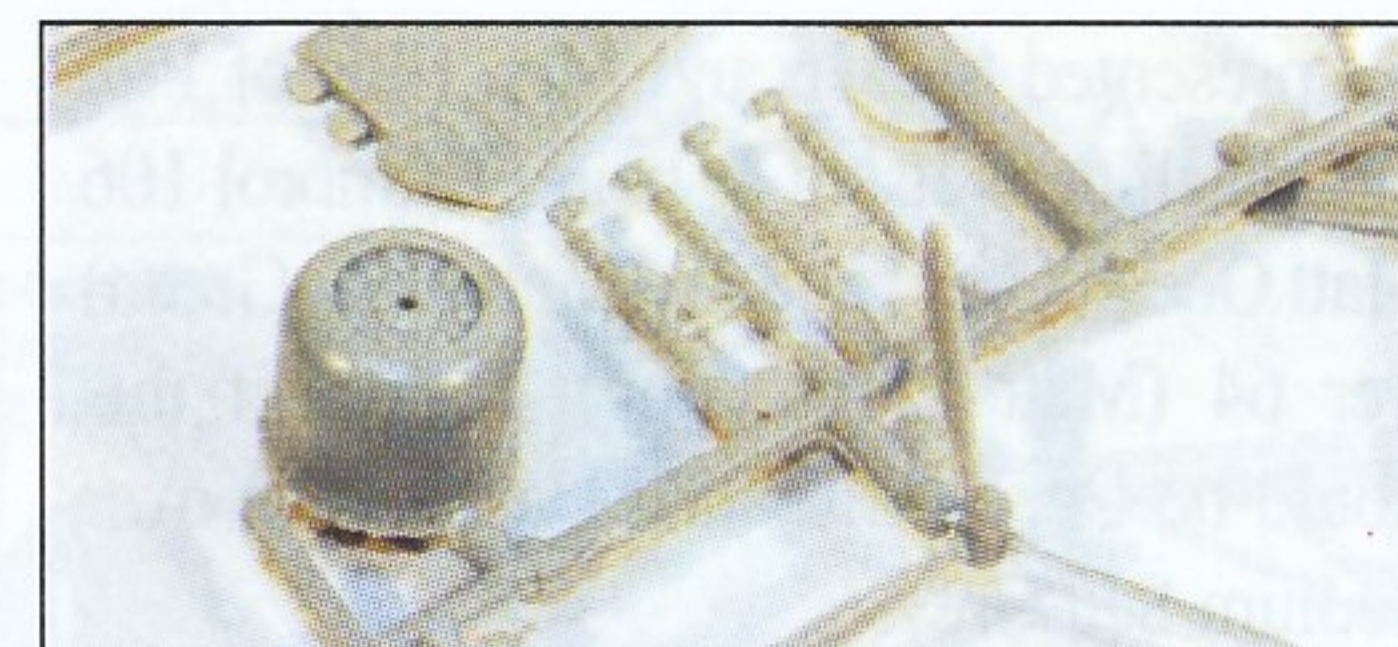
Instruction diagrams are clear and quite easy to follow and all the detail painting etc is called out during construction. Paints are keyed to the Humbrol range, with no mention of 'proper' names or BS/FS cross references.

Construction Comments

What an old, old kit! This kit is nearly forty

years old and it has never once been revised in any way. The model itself is like something out of the ark, it is basic in the extreme and has a very 'lumpy' feel about it. There is nothing inside the fuselage, except a couple of lugs on which to perch the crew figures. The engine cowls are horrible, with moulded internal detail that has only a passing resemblance to a washing machine! The propellers are far too thin and the rear gunner seems to be armed with a piece of pipe.

Armament options include rocket rails for the RCAF version and a torpedo for the RAF machine. Each is very poorly defined, but is therefore very much in keeping with the rest of the kit.



Colour Options & Decals

There are two colour schemes in this kit. The first is, yes, you guessed it, think of a Beaufighter TF.X and what do you get, MB-T, NT950 of No. 236 Sqn based at RAF North Coates in June 1944. This machine is listed as being Humbrol 102 (Matt Army Green) and 79 (Matt Blue Grey) over 90 (Matt Beige Green).

The other option is the rocket carrying machine and this is NE355, 2-H of No.404



(RCAF) Sqn. based at Wick in 1944. This machine is listed as being Humbrol 79 over 90. This I suspect should be Extra Dark Sea Grey over Sky.

The decals in this kit are matt with a small amount of carrier film and all the images were well printed and in register. The decal sheet features the invasion stripes for the first option and they look as if they may not be dense enough when applied over the camouflage. You have been warned!

Decal Assessment = 7/10

Recommendation

I know that accountants run model companies, as they do most other companies, but how they have the nerve to re-issue this

40 year old kit onto the market once again without any revision I do not know. I appreciate that some of you out there will be saying we are being too harsh on Airfix, as you can recall building this kit when you were five. But remember that was in the 1960's and its the 1990's! With an all-new kit of the Beaufighter in this scale coming from Hasegawa in the next few months I know that Airfix will not want to retool this kit now, but what about the last 40 years? Why not then!

Another one for the collectors and dealers to horde ready for them to become 'collectable' once again. If you want to build a Beaufighter, pass this one over and wait for the new ones due before too much longer. Our thanks to Airfix for the review sample.

Accessories

Latest from True Details

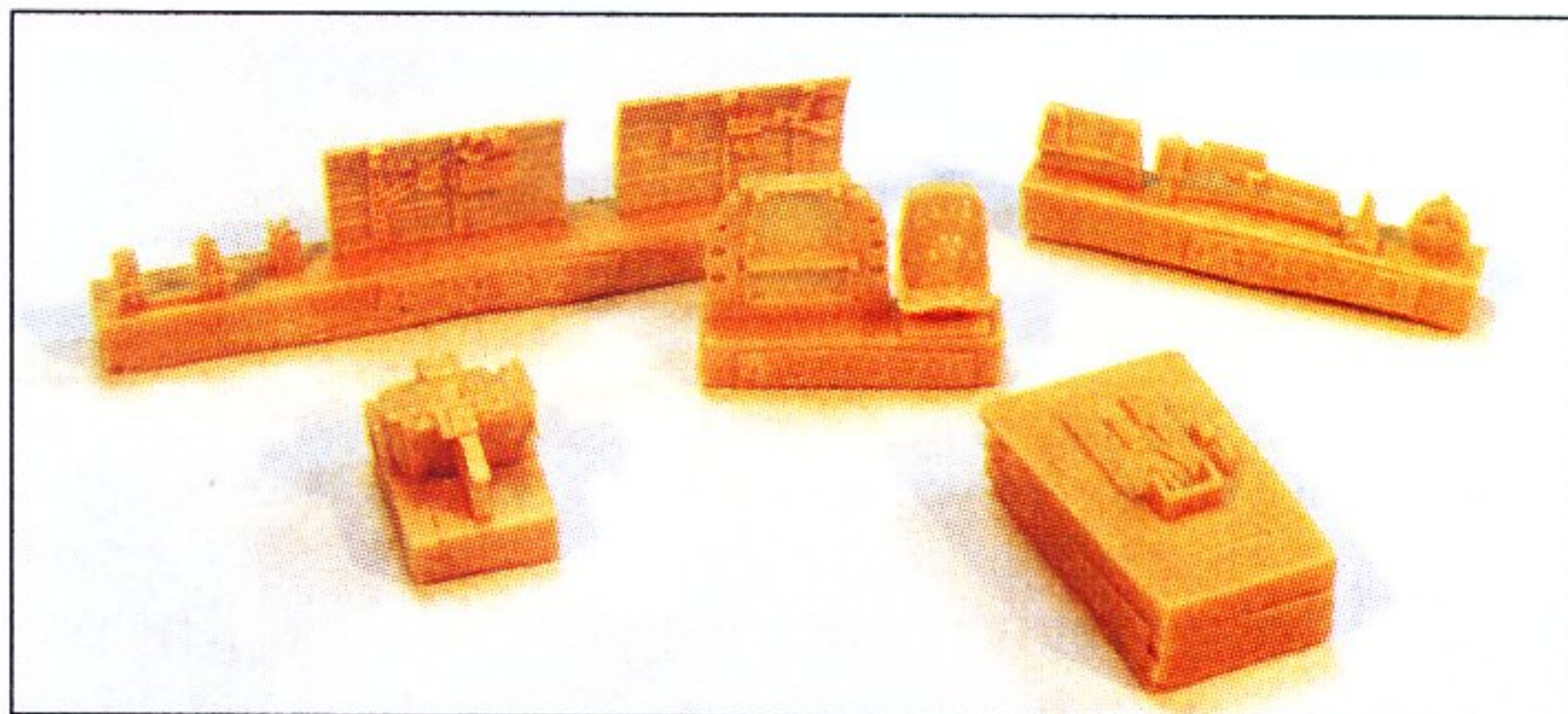
The latest selection of resin detail sets and tyres have been passed to us by Pocketbond, the UK distributor for the range. All the detail sets are to 1/48th scale and there are seven, while the tyre sets comprise three in 1/72nd scale and two in 1/48th scale.



A set of 'weighted' wheels for the Hurricane in 1/72nd scale are offered as 72041

Looking at the tyre sets first, and looking at the 1/72nd scale versions, the first is 72041. This is a set suitable for the Hawker Hurricane and features four spoke hubs and no tread pattern.

The next set is 72042 and this is for the Arado Ar 234B. There are three wheels offered in this set, two main and one nose



The interior of the Hasegawa A6M Zero gets the treatment thanks to set 48467

wheel. The hub detail is good and the main wheels even include the brake pipe emerging from the hub centres.

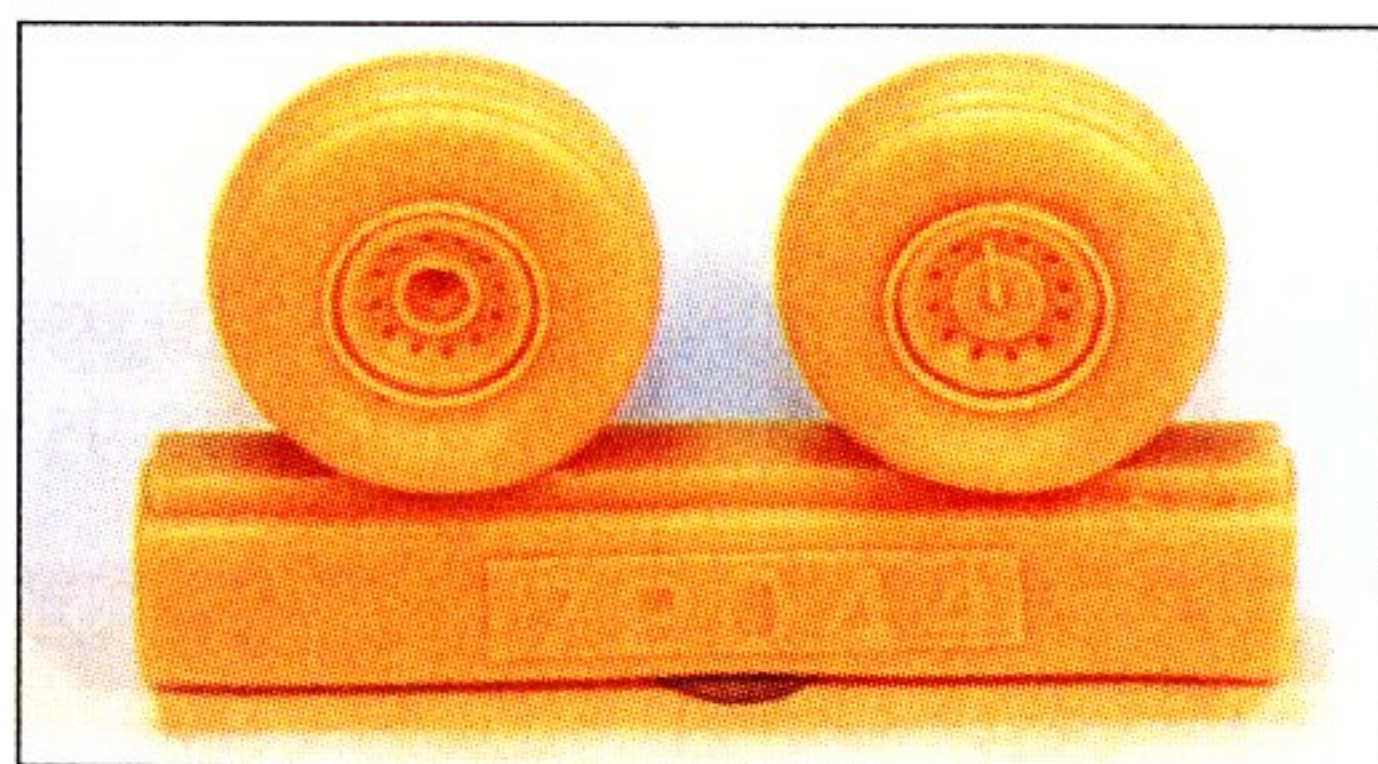
The final 1/72nd scale set is 72044 and this is a set of main wheels for the Boeing B-17E/F/G Flying Fortress. Hub detail is again very good and the tyres feature circumferential tread.



All three wheels for the Arado Ar 234B are offered in set 72042

In 1/48th scale there is set number 48097 and this is a set of main wheels for the La-5. The tyres feature radial treads and the hub detail is very impressive.

The other 1/48th scale set is 48098 and this offers a set of main wheels for the Boeing B-17E/F/G Flying Fortress. The tyres feature circumferential tread and

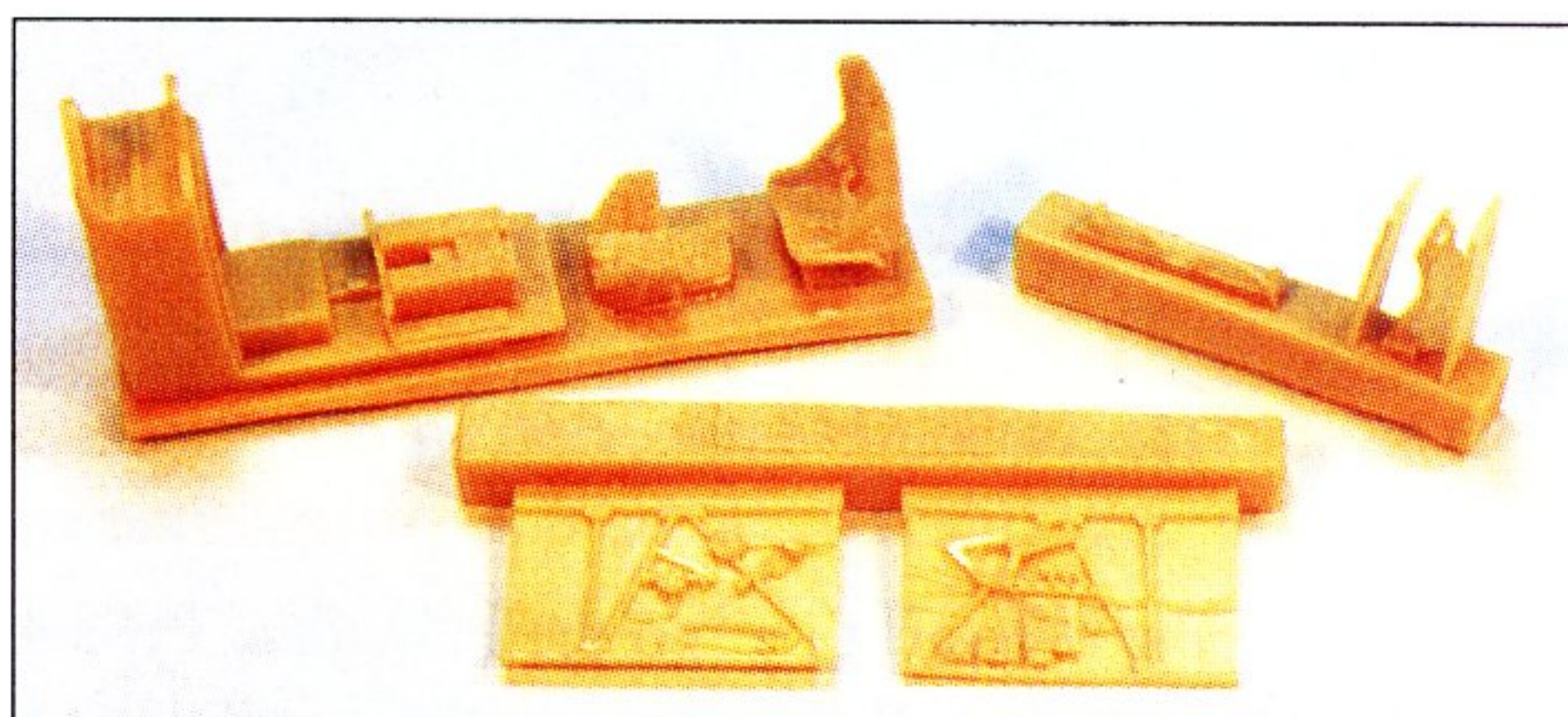


Main wheels for the B-17 are offered in 1/72nd scale (72044)

good hub detail.

Turning to the detail sets now. The first is 48467 and it is for the A6M Zero. Designed for the Hasegawa kit, the set comprises thirteen resin parts. You get a new cockpit floor, seat, rear bulkhead, sidewalls, rudder pedals, gun sight and instrument panel. The level of detail on these parts is very good and smaller parts such as the gun sight are excellent.

Next comes set number 48468 and this is for the Morane Saulnier MS.406. This set is designed for use with the Hobbycraft kit and it comprises eight resin parts. The main piece is the cockpit floor and rear bulkhead. There is also a



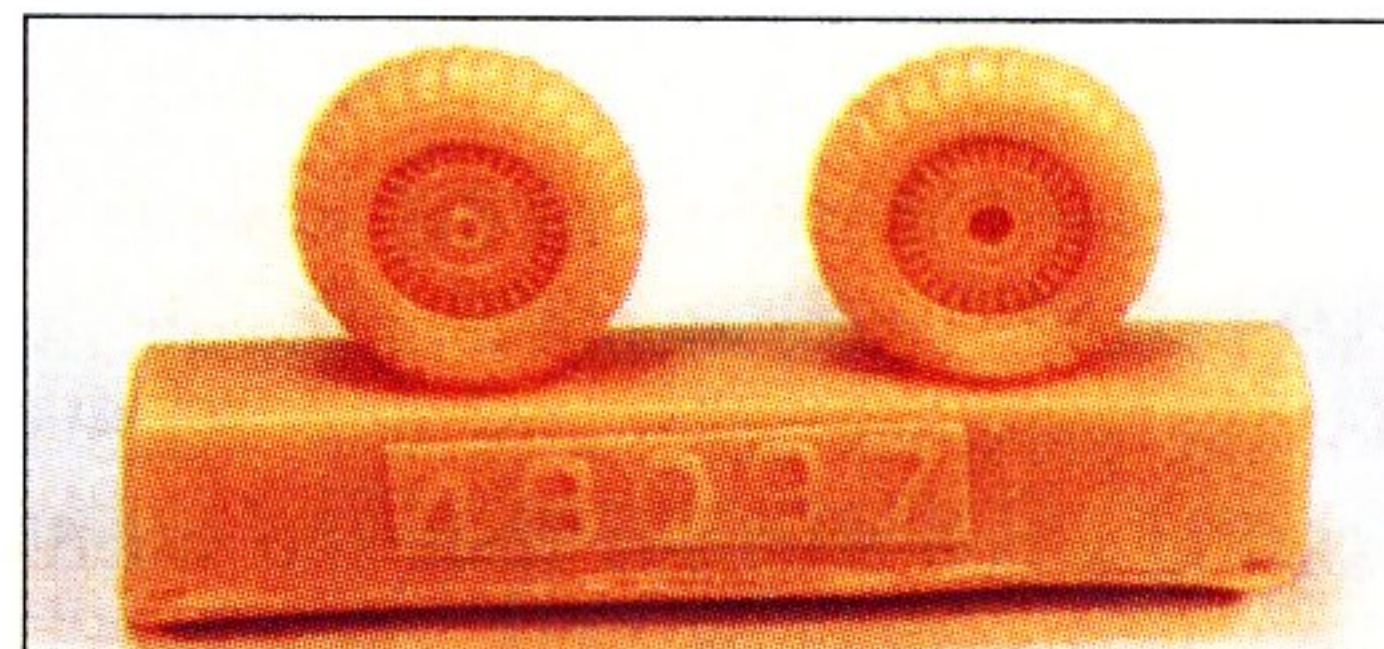
The cockpit interior of the Hobbycraft MS.406 is covered by set 48468

new instrument panel, a seat complete with the seat belts, the sidewalls, the rudder pedals and the control column. These latter two items are very thin and fragile. Although you could not replicate the control column well, you would I feel be advised to make the rudder pedals from copper wire. The detail on these parts is, once again, very good indeed and they will certainly add a great deal to the Hobbycraft kit.

Set number 48469 is next and this is for the Vought F4U-1 Corsair. Designed for use with the Tamiya kit, the set comprises twelve resin parts. There is a new rear bulkhead, support braces and rudder pedals, sidewalls, forward bulkhead and instrument panel, seat complete with belts, a gun sight and the control boxes for the sidewalls. Overall the detail looks good, but having made the Tamiya kit only recently (See Vol 3 Iss 5 Page 282), I feel that the set offers little in comparison with what's already in the kit.

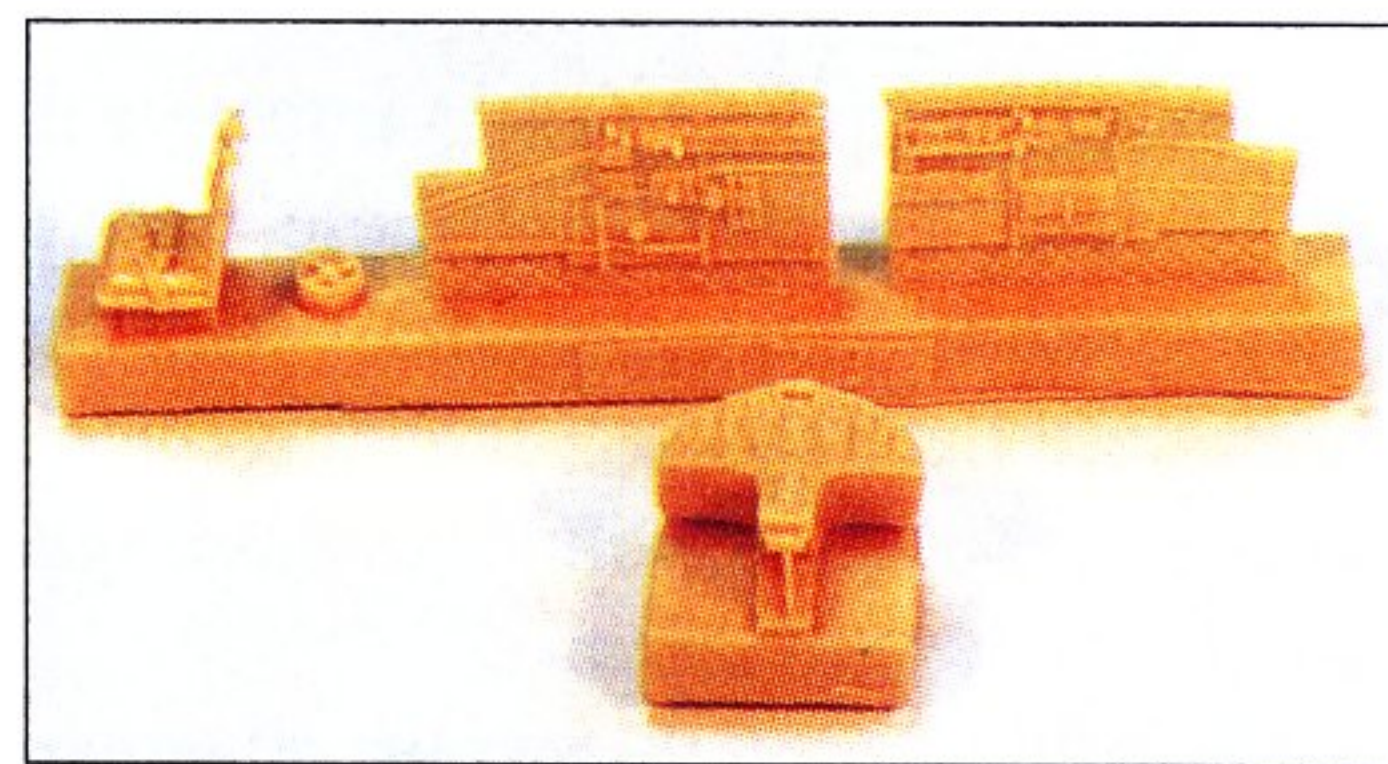
A set for the North American F-86F

Sabre comes next. This set, number 48470, is designed for the Hasegawa kit and comprises seven resin parts. The main resin piece is a cockpit tub comprising the floor, side consoles and rear bulkhead. Into this are affixed the new resin seat complete with seat belt harness and ejection rails for the back of the seat. The canopy rails for the upper decking behind the cockpit are also included, as is the upper decking which is attached to the moving section of the



The main wheels for the La-5 are offered in 1/48th scale as set 48097

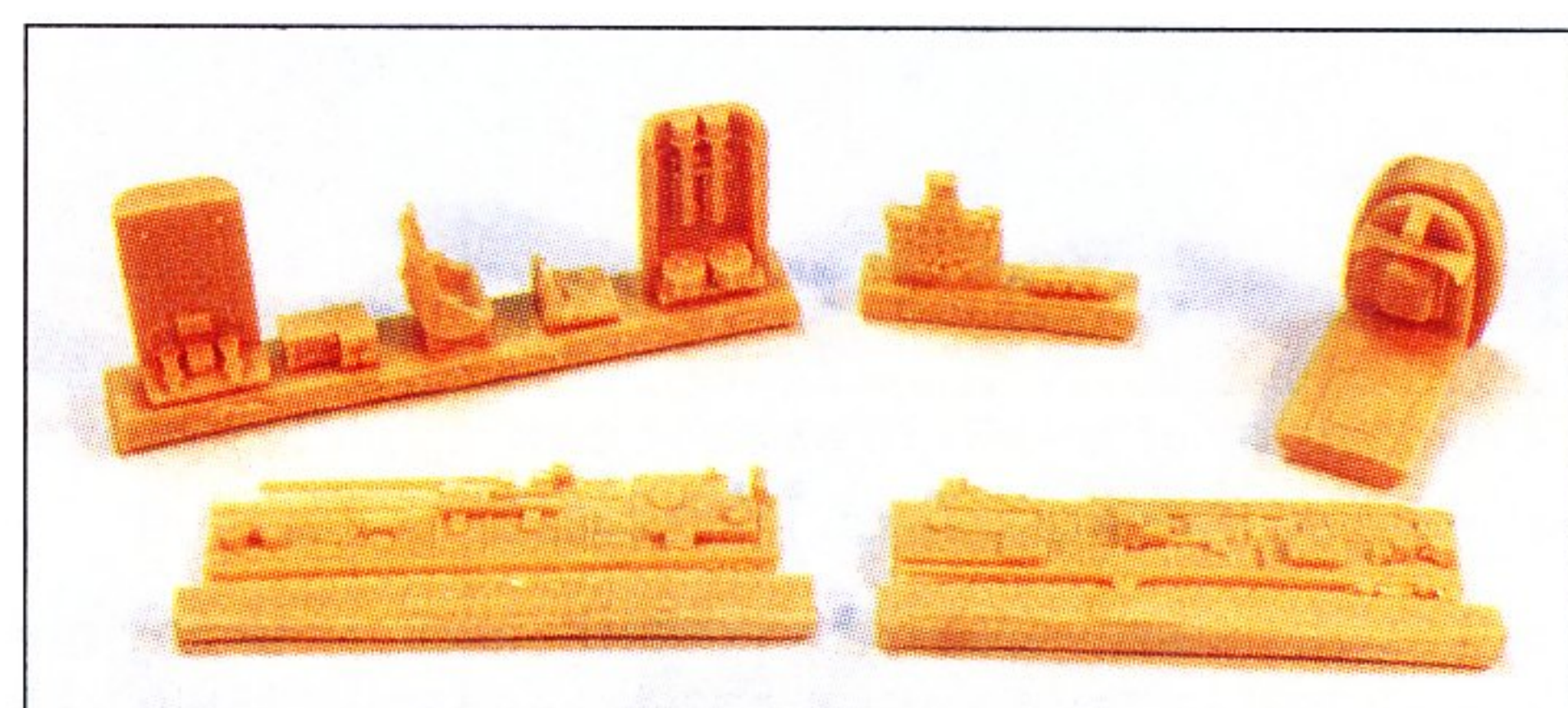
canopy. Also included with the set is the ammo drum and the access door for the lower port fuselage side. The use of these parts will necessitate some surgery to the kit and as the item exposed (the ammo drum) is not very interesting I cannot really see the point of it.



Better sidewall detail and a new seat and instrument panel will go a long way to liven up the interior of the Tamiya Dewoitine D.520, thanks to set 48473

of the sun for the crew, and you will need to do some research to determine where and if they should be fitted to your machine. The other items in the set are the 7.7mm and 20mm ammo drums. Once again you will need to do some research as to where these should be fitted. Considering my comments on making these drums from the recent Eduard etched brass (See Vol 3 Iss 7 Page 419), the resin versions are welcomed.

The next set is 48471 and it is for the Messerschmitt Bf 110C/D from Fujimi. The set contains ten resin parts, the main ones are the sidewalls. The floor area of the machine is made up in three sections, the front section includes the rudder



At last, a new interior for the Fujimi Bf 110C/D is offered as 48471

The next set is 48472 and this is for the Tamiya Mitsubishi G4M1 'Betty'. This set comprises forty-three resin parts, all well cast with good detail. The main part is a new cockpit floor onto which is fitted the kit's control columns, new resin seats complete with belts, trim wheel and instrument panel, rudder pedals and

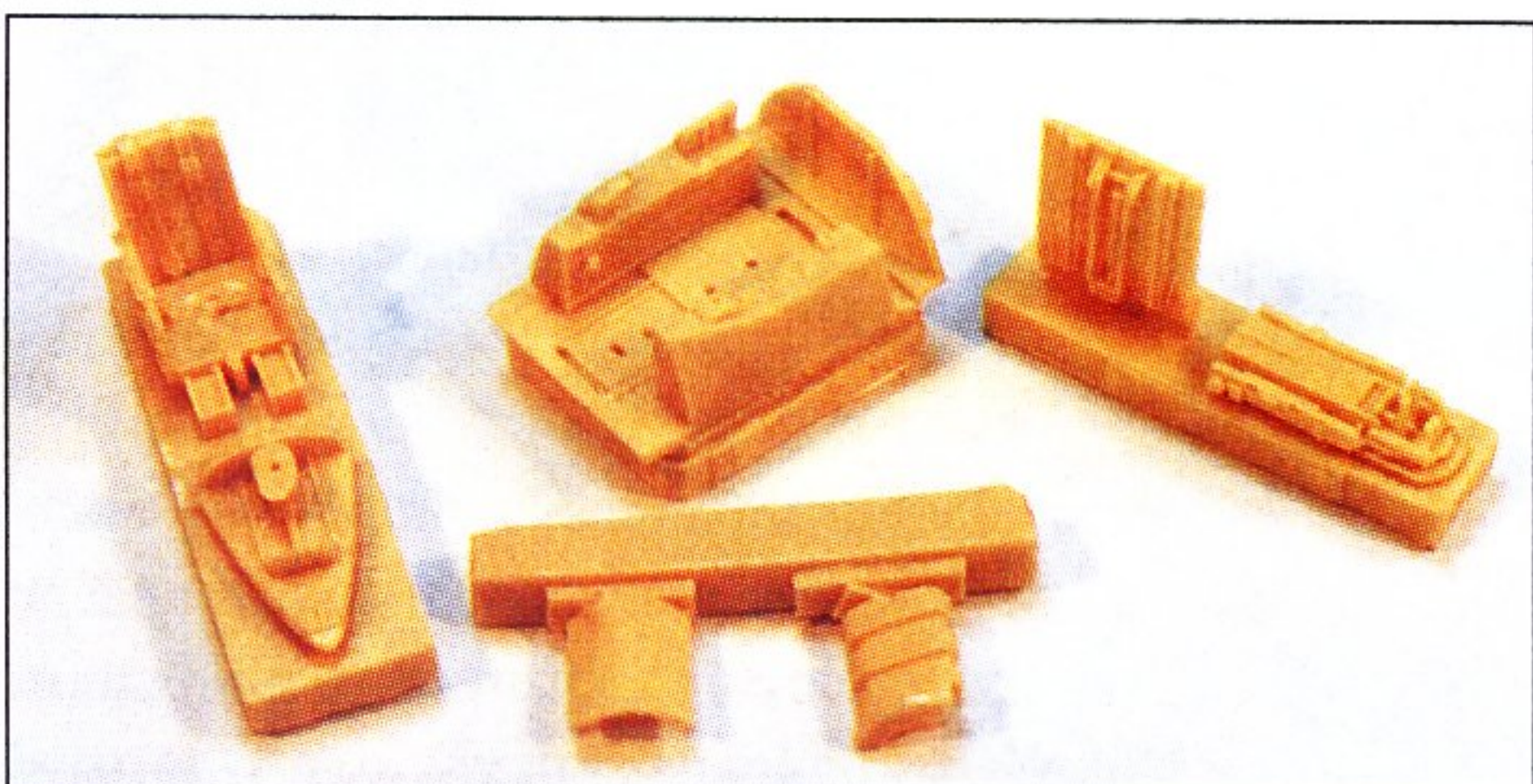


Main wheels for the B-17 are also offered in 1/48th scale as 48098

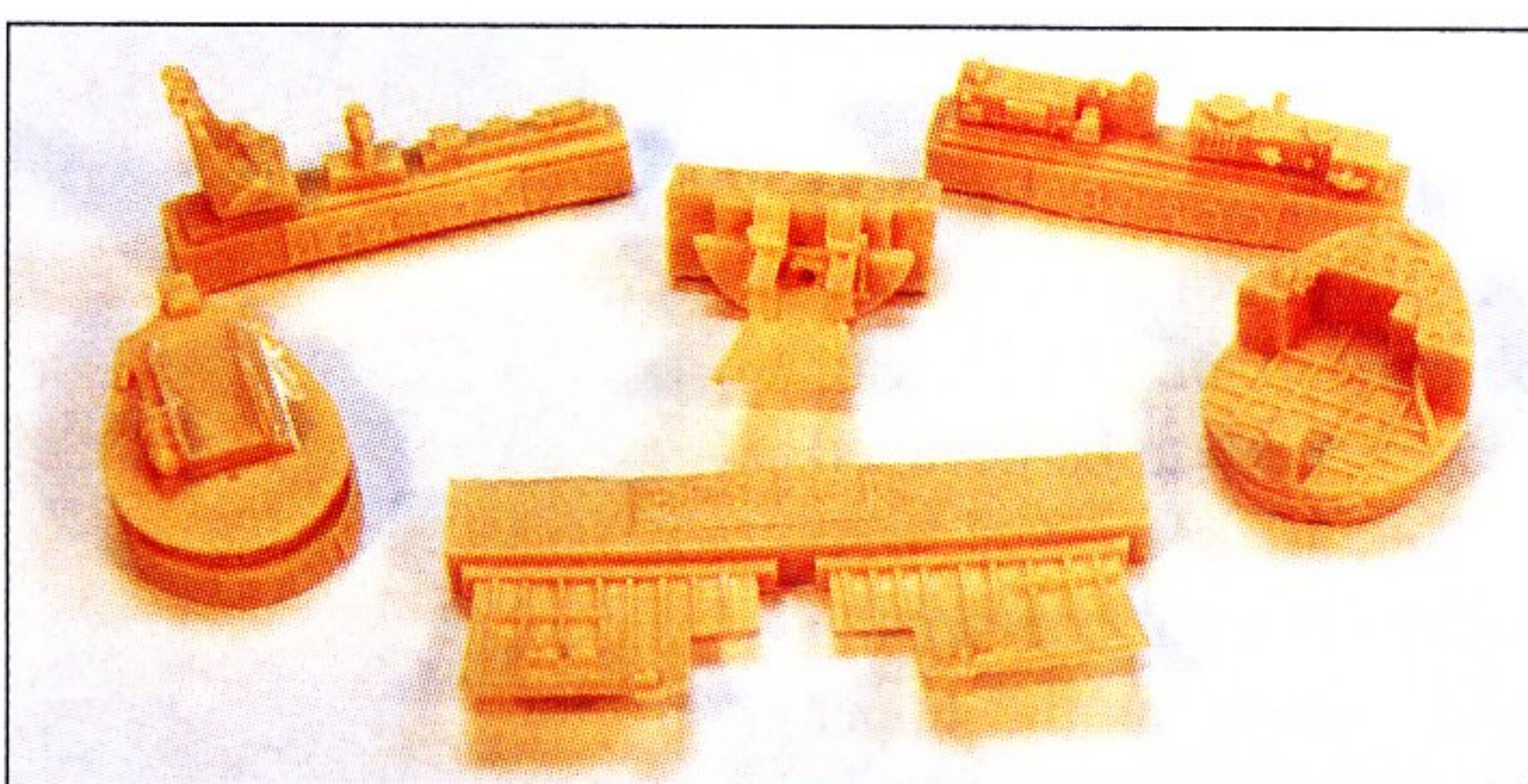
finally the plan table. The only other area detailed by this set is the rear gunner's position and this gets a new seat and support frame assembly. This set also offers four sections of curtain for use in the kit. These were fitted to the glazed areas in the aircraft, to reduce the effects

pedals etc, the mid section contains the ventral machine guns in the floor and the rear section includes the mount for the machine gun and the bag for the ammo cartridges. To this are added the pilot's seat complete with its seat belts, the gunners seat also with belts and the instrument panel. The only other items to be added are the two sections of the radio equipment which are behind the pilot. The detail offered in this set will certainly add a lot to the interior of the Fujimi kit, especially the new instrument panel which will replace that horrible decal in the kit. The only disappointing element is that the rear machine gun has not been replaced and this is very basic in the kit. All I can suggest is that you purchase one of the excellent Koster white metal guns for this area of the model.

The final set in this selection is 48473 and it is designed for the Tamiya Dewoitine D.520. The set comprises five resin parts and these include a new instrument panel, side consoles, trim



A new interior for the Hasegawa F-86F Sabre is offered as set 48470



Although the kit's interior is good already, you may wish to add this interior set (48469) to your Tamiya F4U-1 Corsair



A big interior set for a big model is 48472, as it is designed for the Tamiya G4M1 'Betty'

wheel and the pilot's seat complete with its harness. The detail on these parts is very good although the trim wheel has been cast flat onto its moulding block. This, in my opinion, will make this fragile part impossible to remove

Overall each of these sets offer very

good value and will allow you to easily add some extra detail to the appropriate model. All of the resin parts are well cast with no air bubbles etc and the level of detail is extremely good. Some of the parts will prove difficult to remove from the casting blocks, although thankfully

they will not prove complex to replicate in wire etc. These sets retail as follows in the UK:

72041	£2.95	72042	£2.95
72044	£3.50	48097	£2.95
48098	£4.50	48467	£7.95
48468	£9.95	48469	£8.95

48470	£7.95	48471	£9.95
48472	£14.50	48473	£4.50

These and all other items in the True Detail range are imported into the UK by Pocketbond Ltd.

My thanks to Pocketbond for the review samples.

Super Detail from Cavalier

We first took a look at the excellent products from the Australian firm of Cavalier in December last year (See Vol 2 Iss 12 Page 737). Recently they have released a number of new detail products and this includes a complete new superdetail set for the Focke Wulf Fw 190 in 1/48th scale.

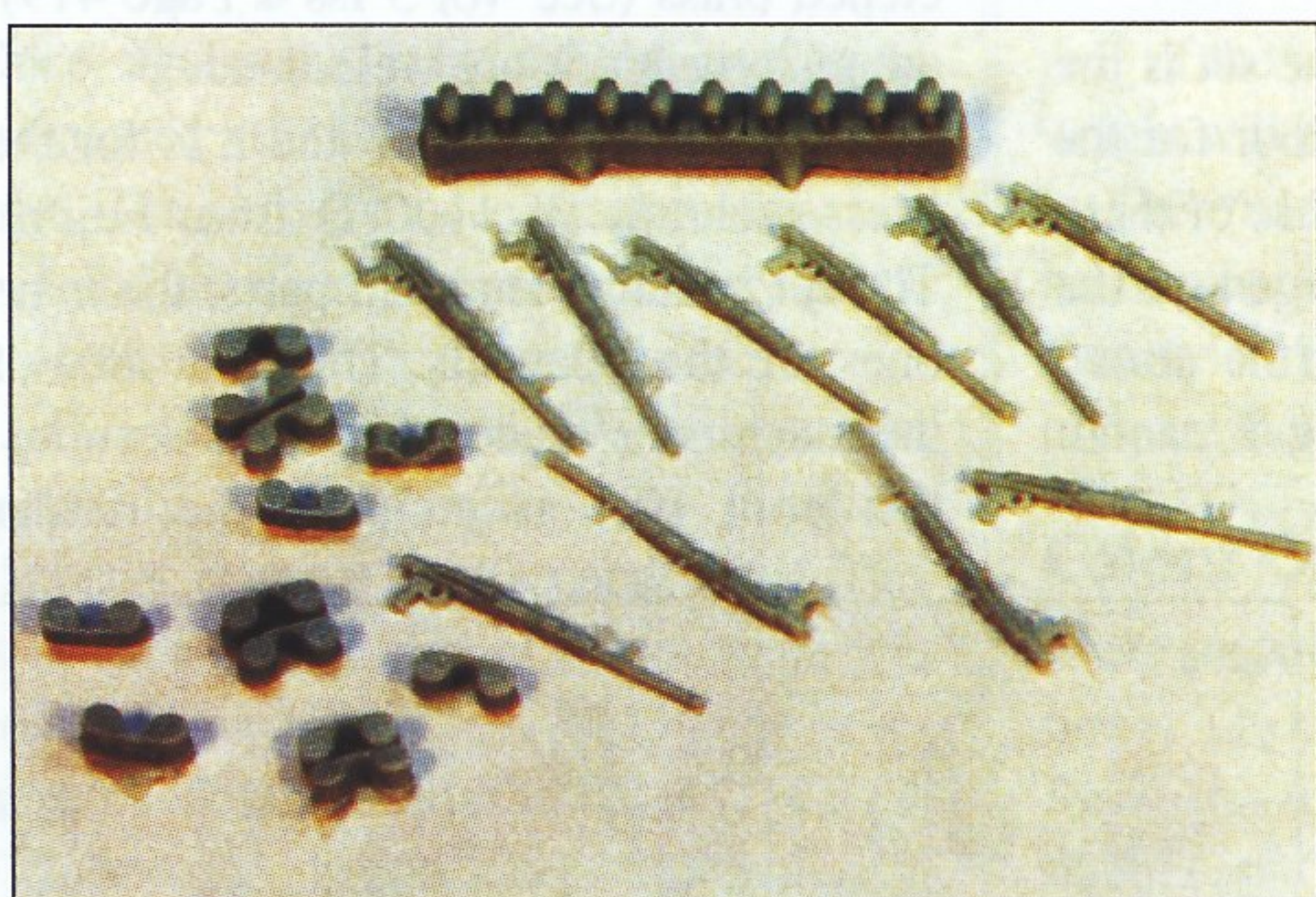
also suitable for machine gun calibre in 1/48th scale.

Before I move on to the superdetail set I should make mention of the quality of the previous accessory sets. Each is cast in a non-aromatic resin (no smell!) and the quality of each surpasses all other products. The resin guns are equal

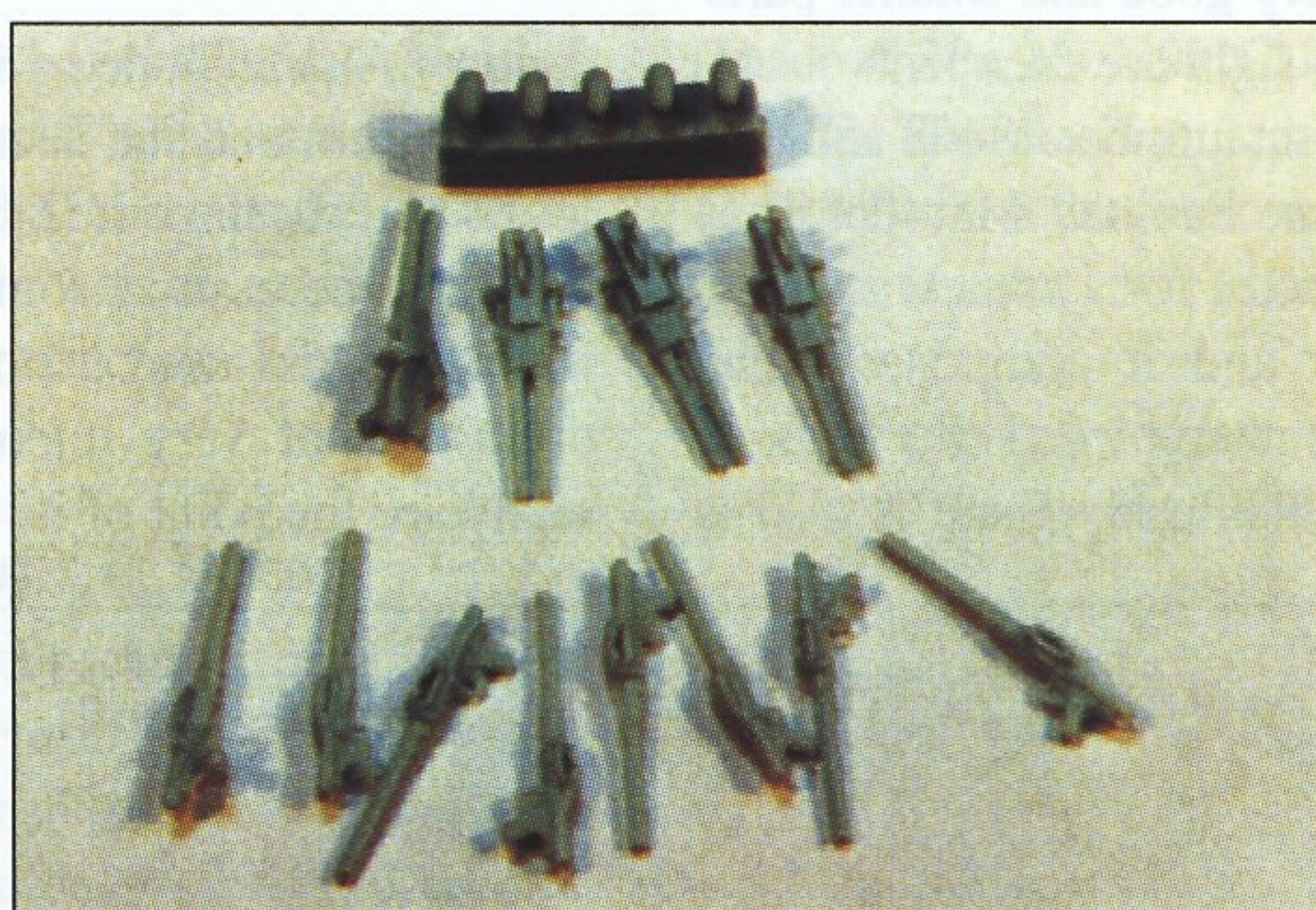
in place you should temporarily fix the new engine cowls etc in position with modelling clay and then spray the model with its overall colour scheme.

Once this is done you can turn your attention to the engine. This is a very complex unit, not due solely to the number of parts involved, but because of the complexity of the rear engine which is beautifully replicated in this set. Not only do you get the main crankcase onto which

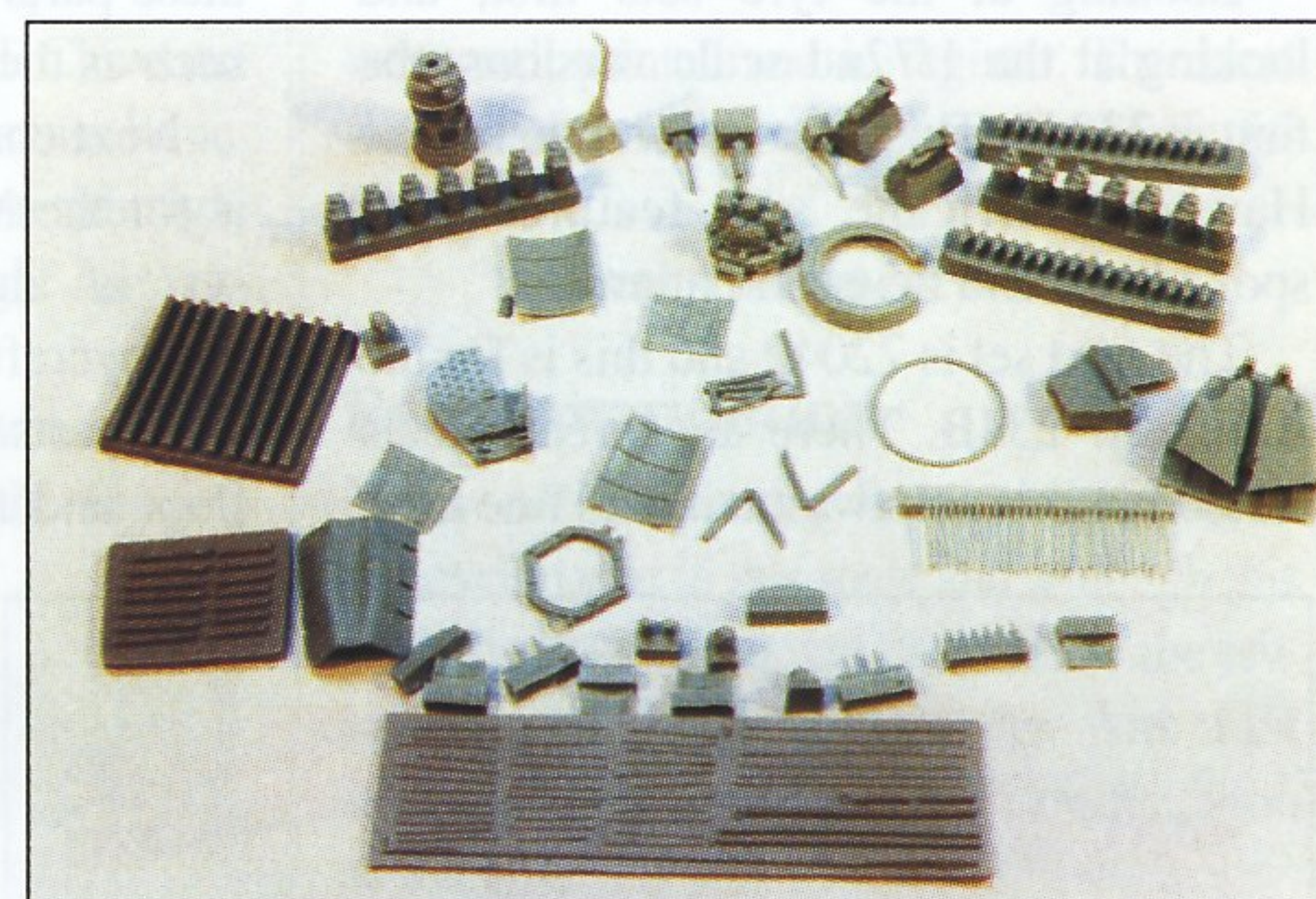
This set offers everything a Fw 190 fan could require (I know, I am that man!) and it will keep you happy for many, many hours. The end result, as you can see, can be quite spectacular and I would therefore recommend this set to all. You may be concerned that the complexity of the set will take it outside the abilities of most modellers, but if you like the subject and have basic detailing skills I can assure you that this



A complete set of ten MG 15 machine guns in 1/48th scale are offered in pack 0205



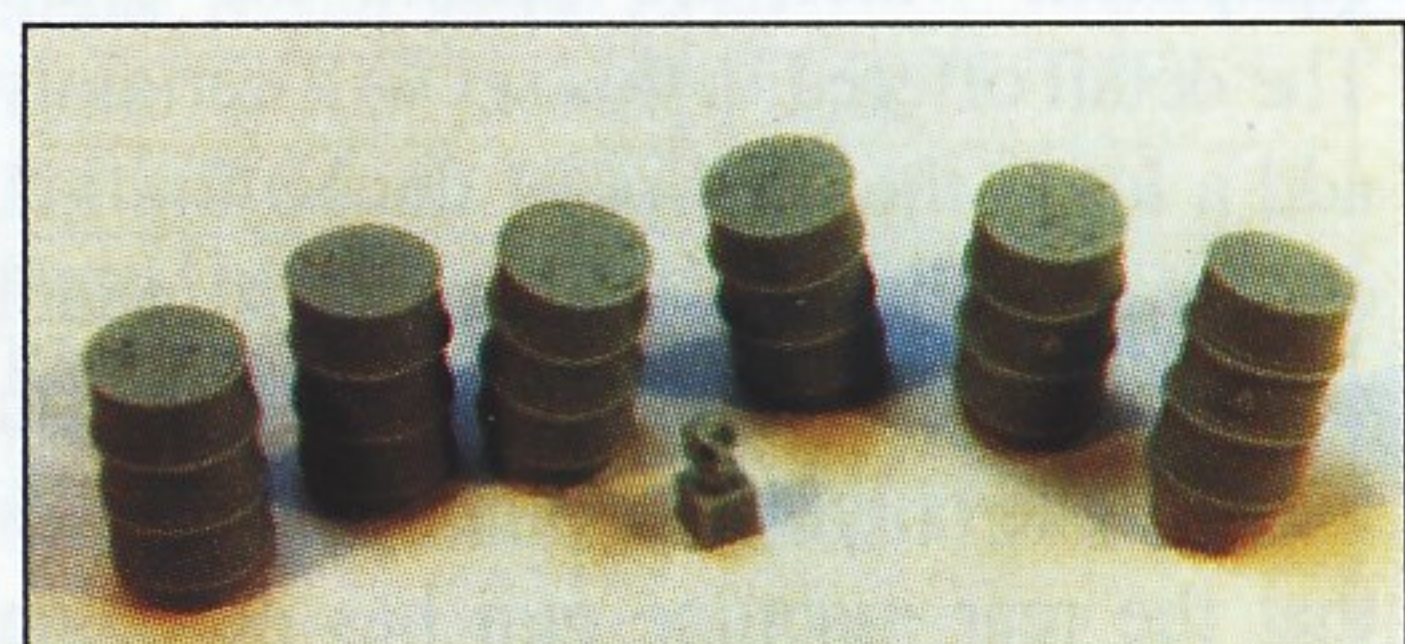
Both MG 81's (8) and MG81 'Zwillings' (4) are offered in 0206



No less than 175 pieces make up this detail set for the Tamiya 1/48th Fw 190F-8. Both standard and flexible resin are used

I will start with the detail and accessory sets first, all of which are to 1/48th scale. The first is 0204 and this is a pack of six 200ltr fuel drums. The set also contains the manual fuel pump and all you have to add is the actuating lever from wire.

The next set is 0205 and this is a set of MG15 machine guns. The pack contains ten guns complete with their saddle ammo drums and leather, spent cartridge case, bags. These guns are suitable for use with the early marks of the Ju 88 and He



A set of 200 litre fuel drums and a manual fuel pump is offered in 1/48th scale as set 0204

111H along with the Ju 87B, Bf 110C/D and the Do 17Z.

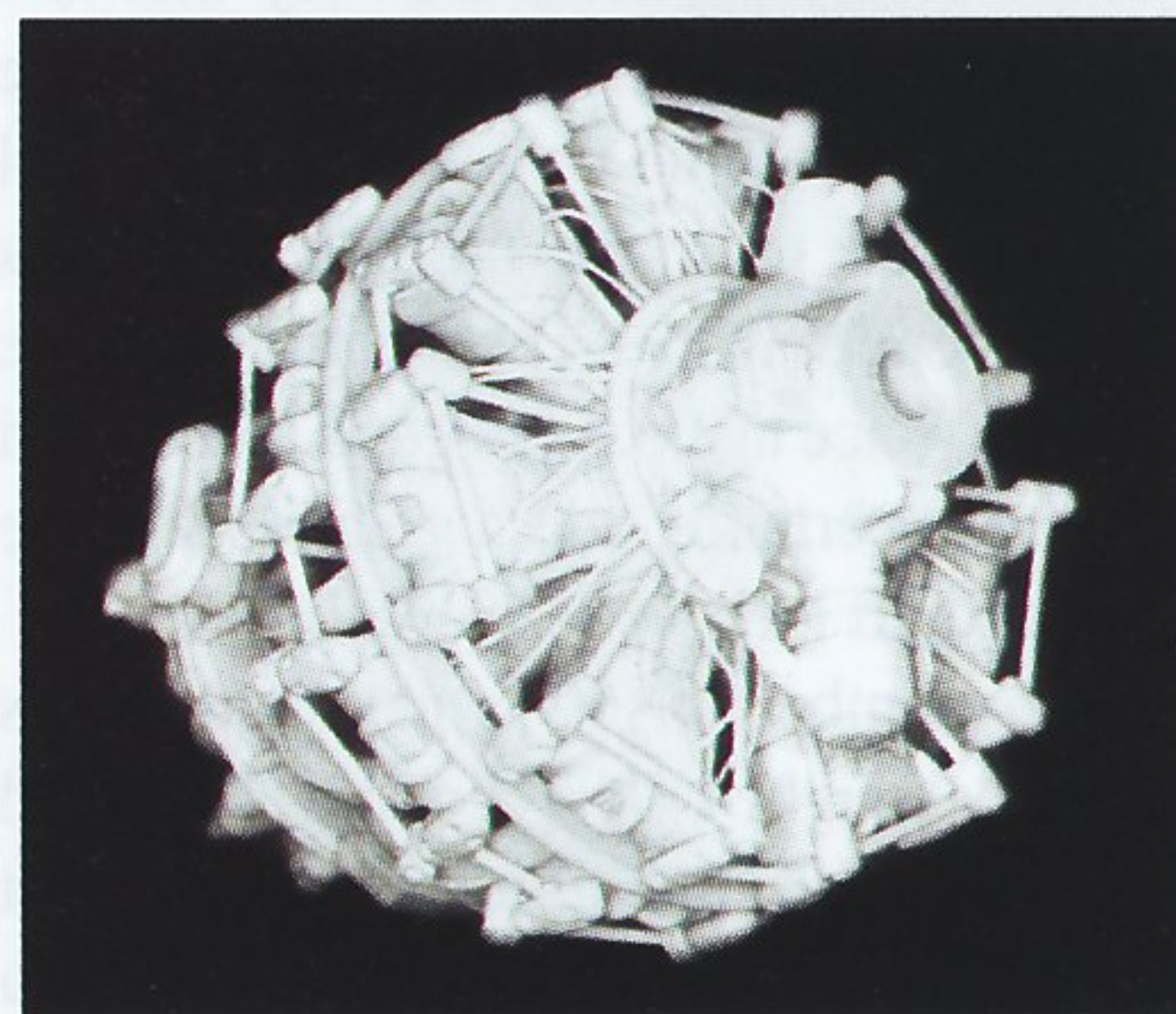
Next comes 0206 and this is a set of MG81 and 81Z's. The pack contains eight MG81's and four MG81Z's. The MG 81Z's come with their leather, spent cartridge, bags.

The final accessory set is 0207 and this is a set of 1/48th and 1/35th scale flexible ammo belts. You may recall these in the review of the Bf 109F detail set in the December 1996 edition. They are made of a flexible resin and can be secured with PVA. The belts offered in this set, no fewer than thirty-six 36mm lengths, are suitable for machine guns in 1/35th scale or for 20mm and 30mm cannons in 1/48th scale. If the lengths are cut in half they are

to anything in white metal, the finesse of detail really has to be seen to be fully appreciated. The flexible ammo belts may sound quirky, but they really work! I was sceptical at first but I had a play around with them and now I am hooked, they're so easy to use. They offer three dimensional detail, which etched brass does not, they are not fragile in any way, unlike white metal and they will conform to nearly any shape you require without the risk of breaking or exerting stress on the joints.

Now, let's have a look at that Fw 190 detail set. This product is designed to suit the Tamiya Fw 190F-8 kit in 1/48th scale and it comprises no fewer than 175 pieces! The main area of detail is the engine and you get a complete resin one in this set. Surgery is required on the kit to start with, as most of the panels around

go the individual cylinders, but you also get all the wiring (supplied as flexible resin) and the exhaust pipes (also flexible resin). Once complete, the unit fits into a three part engine bearer, and is fixed into the model. The final item being those flexible resin exhausts pipes.

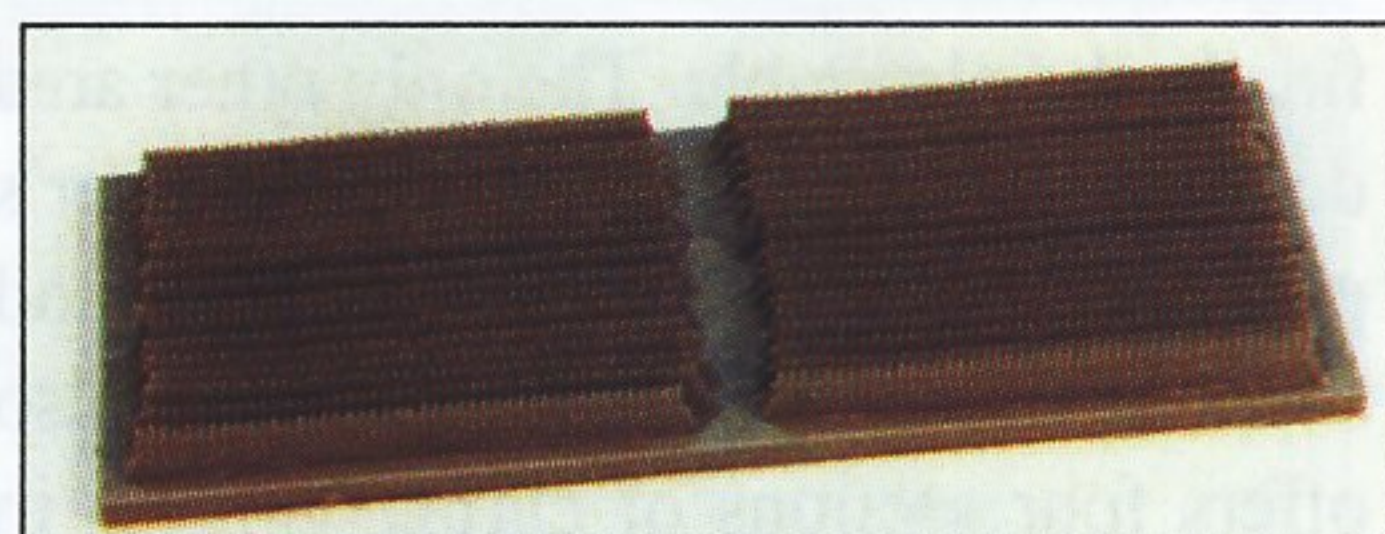


This shows you the completed, but unpainted, BMW 801 engine for the Fw 190 offered in the superdetail set

set is not outside your abilities. The only thing I will say is that because of the complex nature of the subject, you really need additional information before you start working on the set.

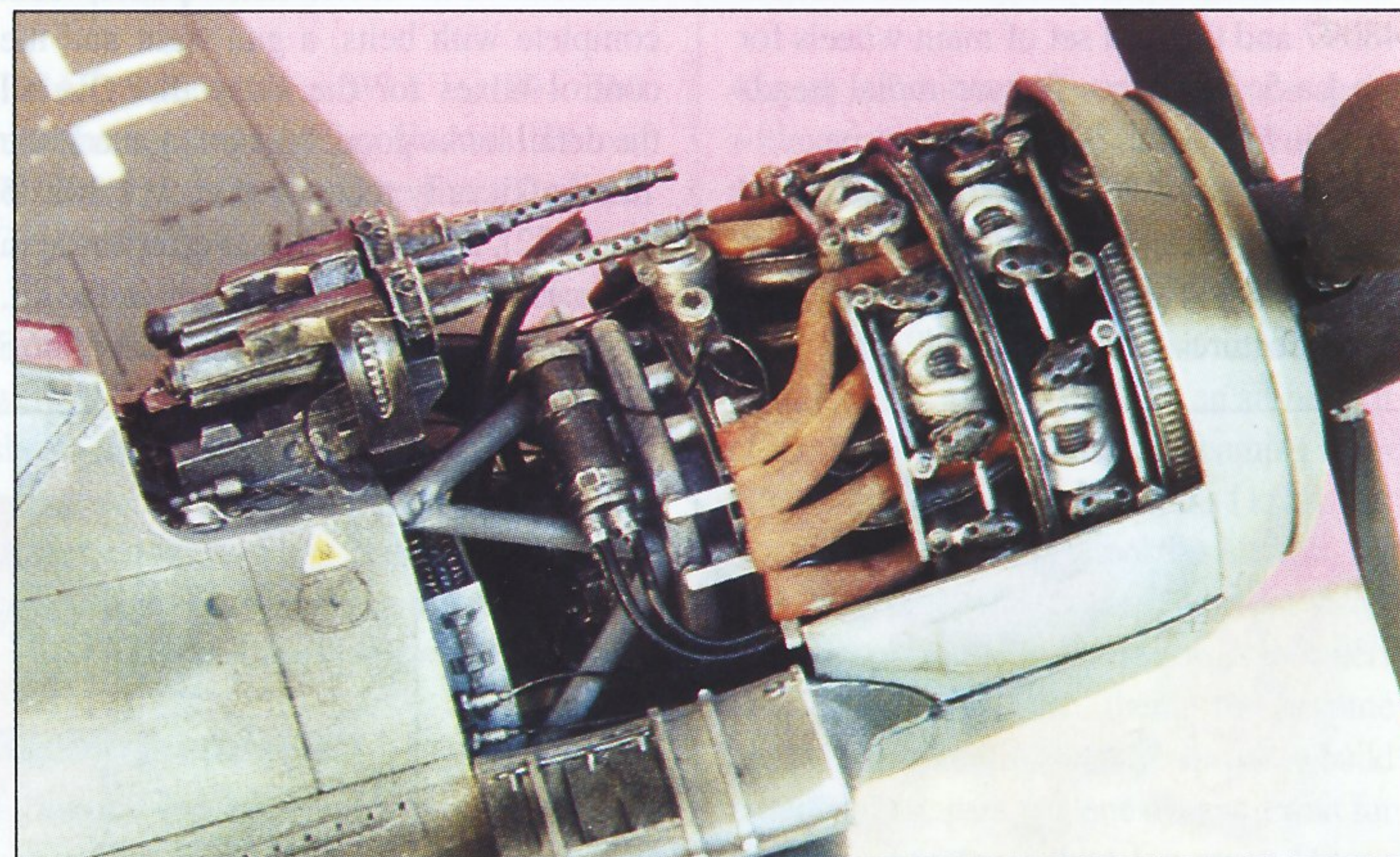
I do not, at present, have confirmed UK prices for the accessory sets detailed above. However the range is available in the UK from Avia Imports (01473 720993) and Swan Model Engineering (01492 532101), so contact them for further details. The Fw 190 set however is listed by Avia and it retails for £23.95. This may sound high, but for the number of parts (175), the level of detail and the extremely high quality of production, I think that it is a sound investment (think how long it would take to scratch build!).

My thanks to Cavalier productions for the review samples.



Ammo belts made of flexible resin which are suitable for 20mm and 30mm cannons and, with some modification, for machine gun calibre in 1/48th scale, come in accessory pack 0207

the nose of the kit will have to be sawn away. The inside of the root of each wing also needs to be thinned and the back of the instrument panel needs to be bevelled off. The only other areas to deal with before you have to paint the model are the ammo boxes and chutes for the upper cowl machine guns and the new resin inserts for the wheel wells. Once these are



This is the set, as made up by the manufacturer, in situ in the Fw 190F. The level of detail achieved is stunning

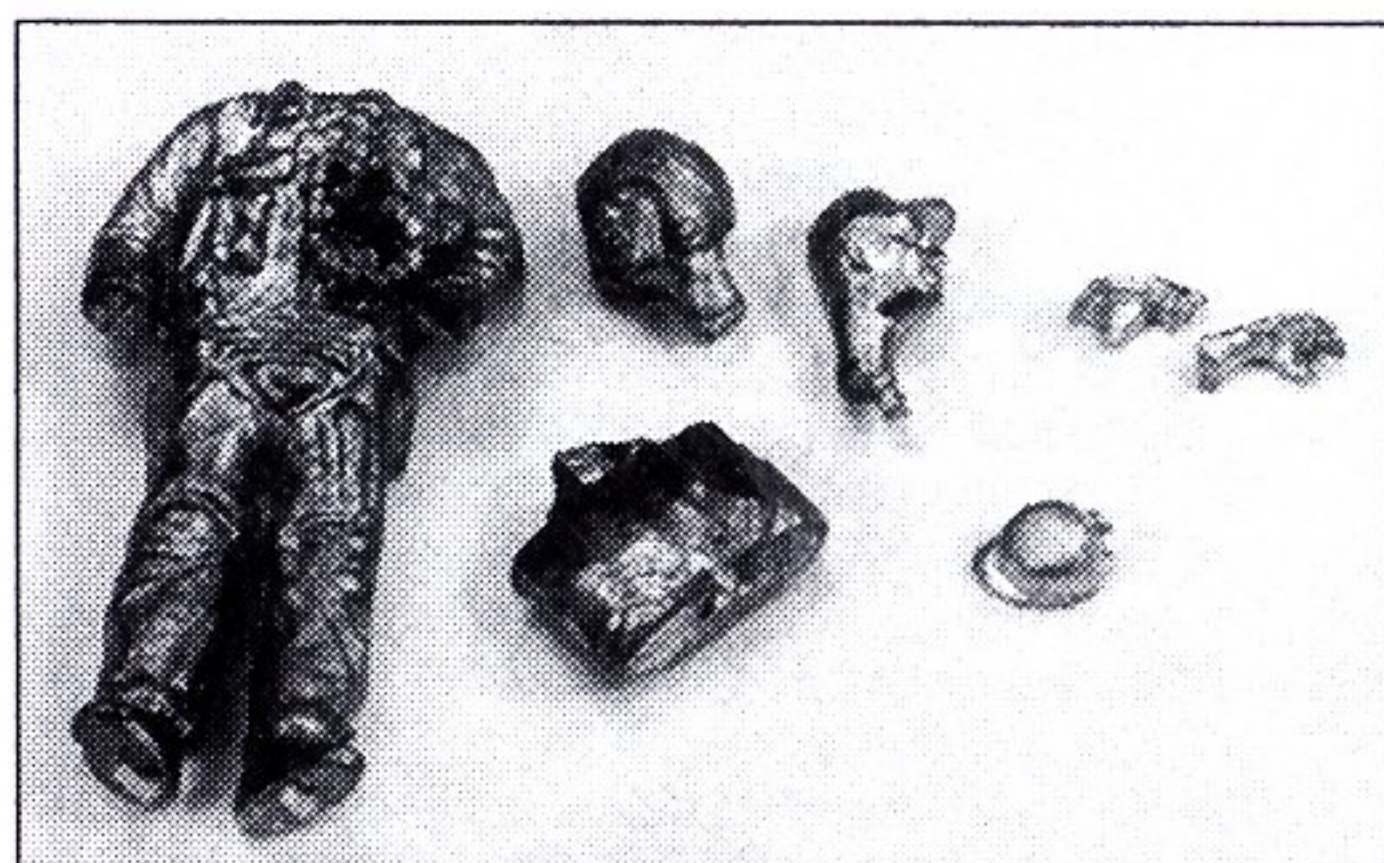
Latest sets from E.P. Originals



Product number 013 offers you the chance to convert the Monogram AV-8 kit into the Plus version operated by the Italian Navy in 1/48th scale

Although you probably consider this Italian source as a resin kit manufacturer, they also produce some excellent accessory and update sets. The SM.79 detail set we reviewed last month (See Vol 3 Iss 7 Page 418) being one such kit, and more recently we have received an update/ conversion set for an Italian Navy AV-8B Plus Harrier in 1/48th scale, along with a new metal figure and some resin base boards.

Starting with the update set. This is



A modern Italian navy pilot in 1/48th scale is offered in white metal

product 03 and it is based on the Monogram kit. The set comprises thirty resin parts, four white metal and a new vac-formed canopy complete with its resin moulding former. For the cockpit interior you get a new instrument panel, complete with the upper decking. You also replace the kit's rudder pedals and add sidewall detail. Externally you remove the chaff dispenser from kit part 17 and replace it with the resin version. The nose undercarriage doors have to be removed and replaced with resin versions in the open position. A white metal 'L' shaped access ladder is also included and this is added to the starboard engine air intake. The

outrigger wheels and yokes are also replaced and the main surgery on the kit consists of removing the tip of the ventral fairing for the fin and replacing it with an extended version, cutting off the entire nose and replacing it, removing the upper decking, aft of the cockpit and inserting the new resin version. The final item is the new vac-formed canopy.

Overall an excellent conversion set. I for one like the look of the completed model in Italian markings and this set certainly makes you want to rush out and buy a Monogram AV-8 kit.

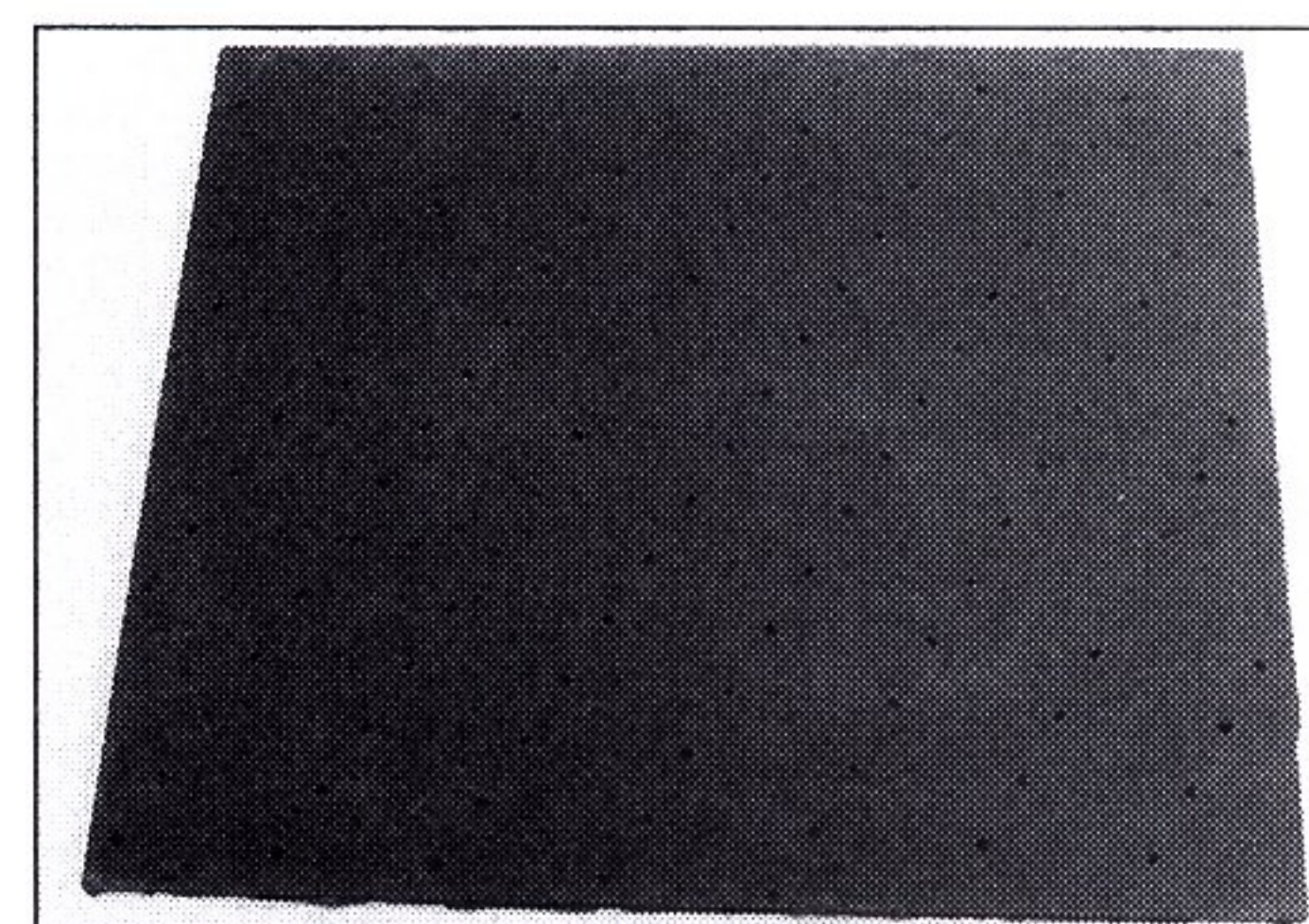
The other products sent by E.P are a white metal figure and a new range of resin base boards. The figure is to 1/48th scale and depicts an Italian Navy pilot, suitable for modern jets. The figure is well cast in metal with excellent detail and features two styles of head; one with a helmet on and the other with a baseball hat on. The other items included with the figure are separate hands, to allow you to pose him holding his flight bag or the baseball hat.



A resin base depicting a carrier deck section of the type used by the USN during the WWII to Korean War period is offered in 1/48th scale as product 010

The finesse of detail on this figure is excellent and with careful painting etc he will make an excellent companion to the converted AV-8B Plus Harrier.

The last two items are the first in a new series of baseboards depicting various surfaces suitable for aircraft modellers. The first two are in 1/48th scale and consist of a USN aircraft carrier deck section for the WW2 to Korean War period and a modern Italian aircraft carrier. The final item (010) is a 27cm square resin panel and features the wooden decking and tie-down tracks of the type. The other panel (014) is 28cm x 32cm and depicts the flight deck of the carrier 'G. Garibaldi'. This panel



This modern Italian carrier deck in 1/48th is offered as product 014

features the modern style tie-down pick-ups, but is otherwise smooth.

Each panel is, as I have indicated, cast resin. For this reason I can foresee problems with sending a flat, thin panel anywhere in the world without damage, but apart from that they do allow the modeller to paint and weather the panel to their preferred tastes (something you could not do with printed card versions) and it offers a good base for a 1/48th scale kit. Not surprisingly the Italian carrier section will go nicely with the metal figure and AV-8B Plus Harrier featured above!

Unfortunately I do not know of the UK prices for these products, and they are only brought into the UK on a limited basis by Hannants. If, therefore, you are interested in any of the E.P. Original range you may wish to contact them directly at:

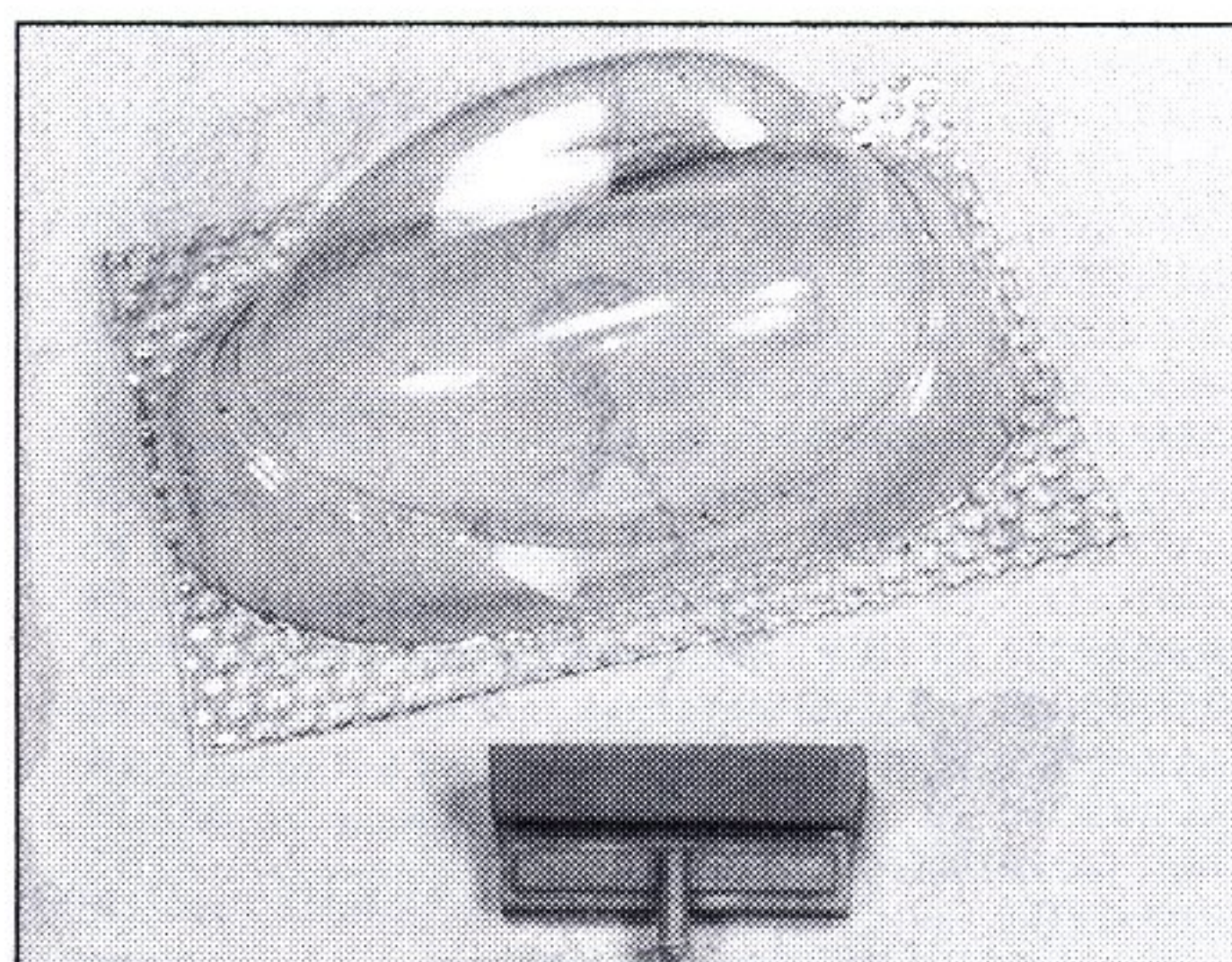
Via Goito n.24, 20098 S.Giuliano,
Milanese (Milano), Italy.
Tel/Fax 02-9880025

E-Mail EMPARA@LO.ITLINE.IT

My thanks to E.P Originals for the review samples.

Lincoln Accessory from Paragon

One of the most recent items to be released by Paragon Designs is a radome for the Avro Lincoln in 1/48th scale. The products, 48119, represents the 'saddle' type of radome fitted ventrally to the type. The main housing of the radome is supplied as a clear vac-formed item, as this will allow you to paint out areas, leaving those you require clear. As the outer cover is supplied as a clear item there has to be something to go inside. Therefore you get a scanner unit which is supplied as a resin item. There is little more inside the unit to



The latest release from Paragon is this vac-formed ventral radome for the Lincoln in 1/48th scale which comes complete with a resin scanner unit

add, maybe a bit of wiring but that is all.

Overall this item is something you will want to add to the Lincoln conversion which is also offered by Paragon (See Vol 3 Iss 3 Page 153-4). I do not have a confirmed price for this item as yet, although I suspect that it will not be too expensive. If you want to know more about this or any other Paragon product you can contact them on 01603 507152, Fax: 01603 506057.

My thanks to Paragon for the review sample.

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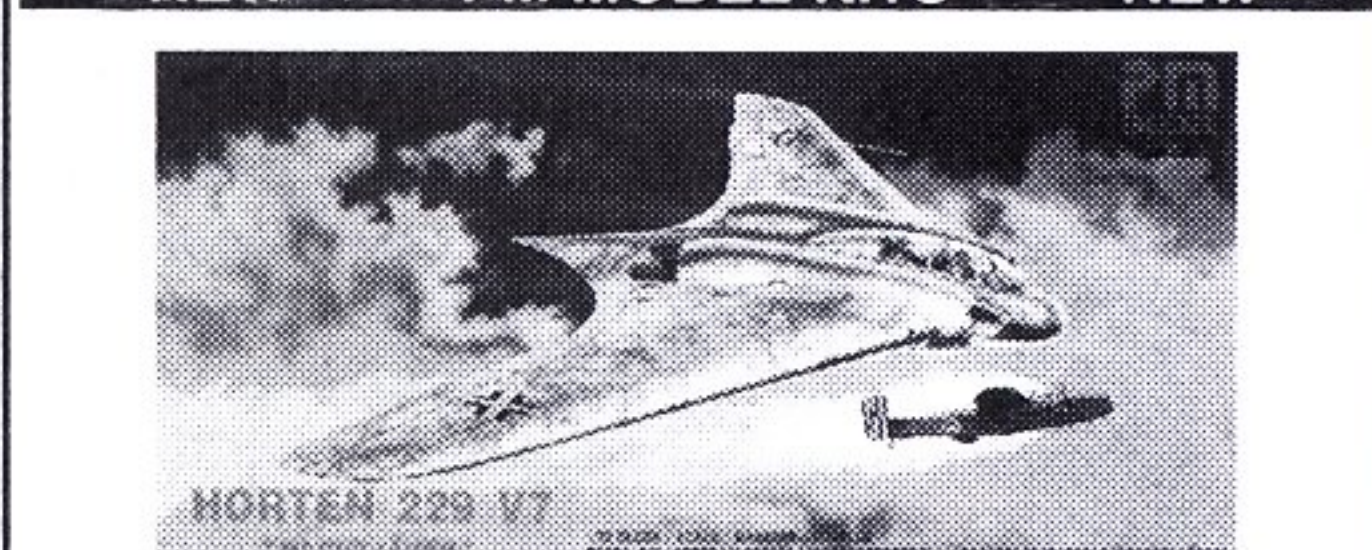
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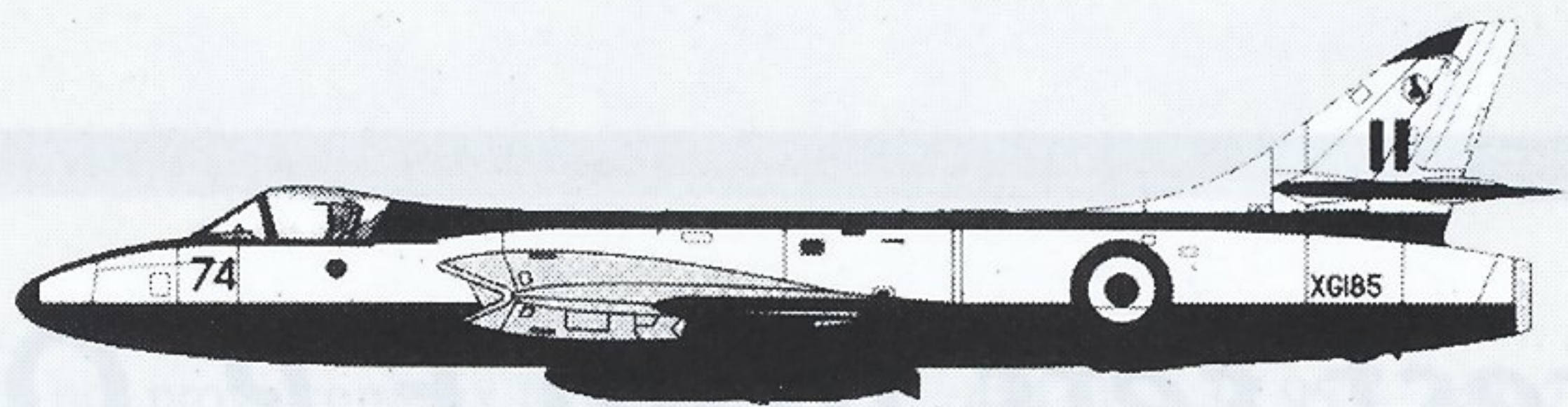
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AEROMASTER DECALS 1/72nd

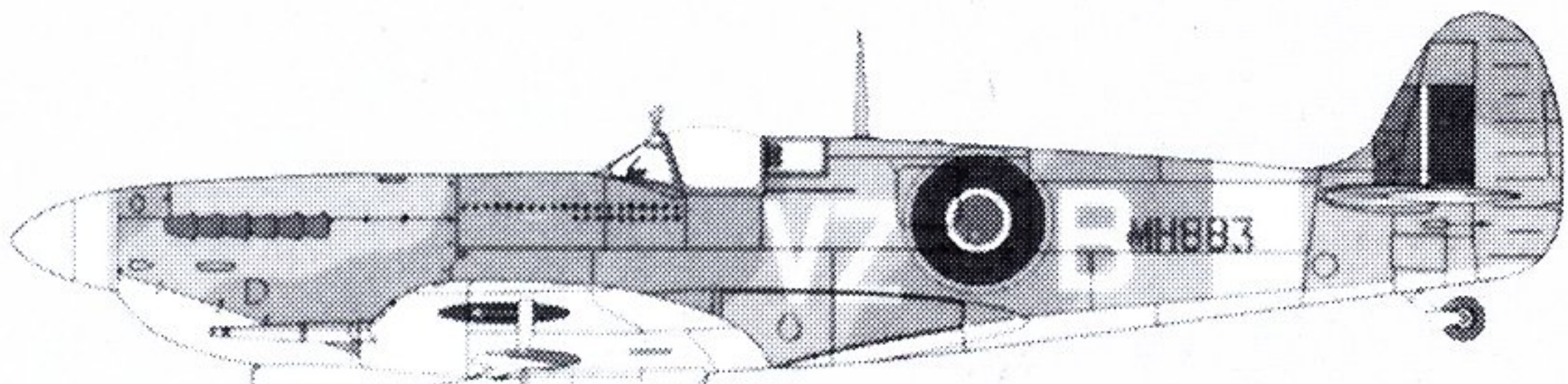
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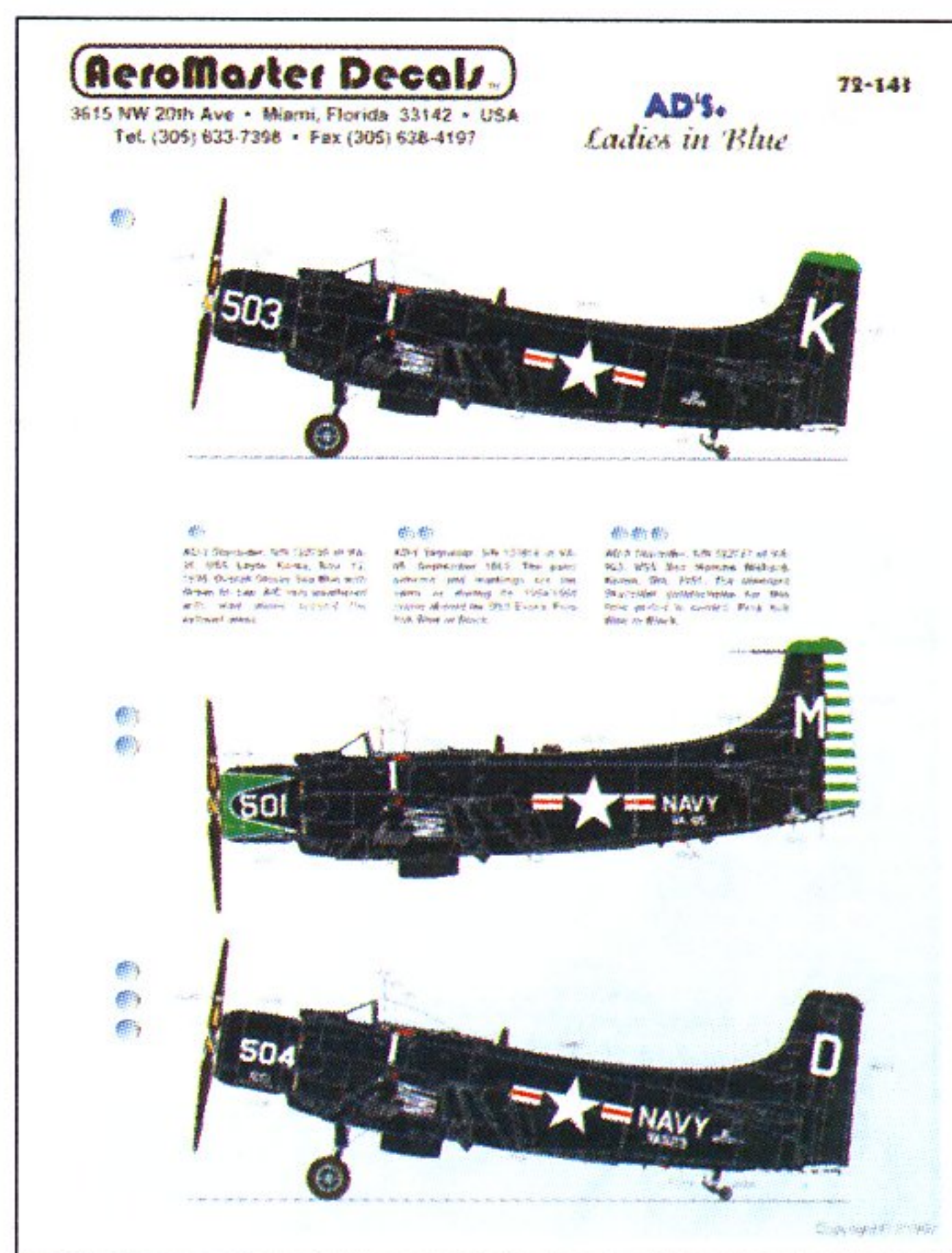
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Latest from AeroMaster

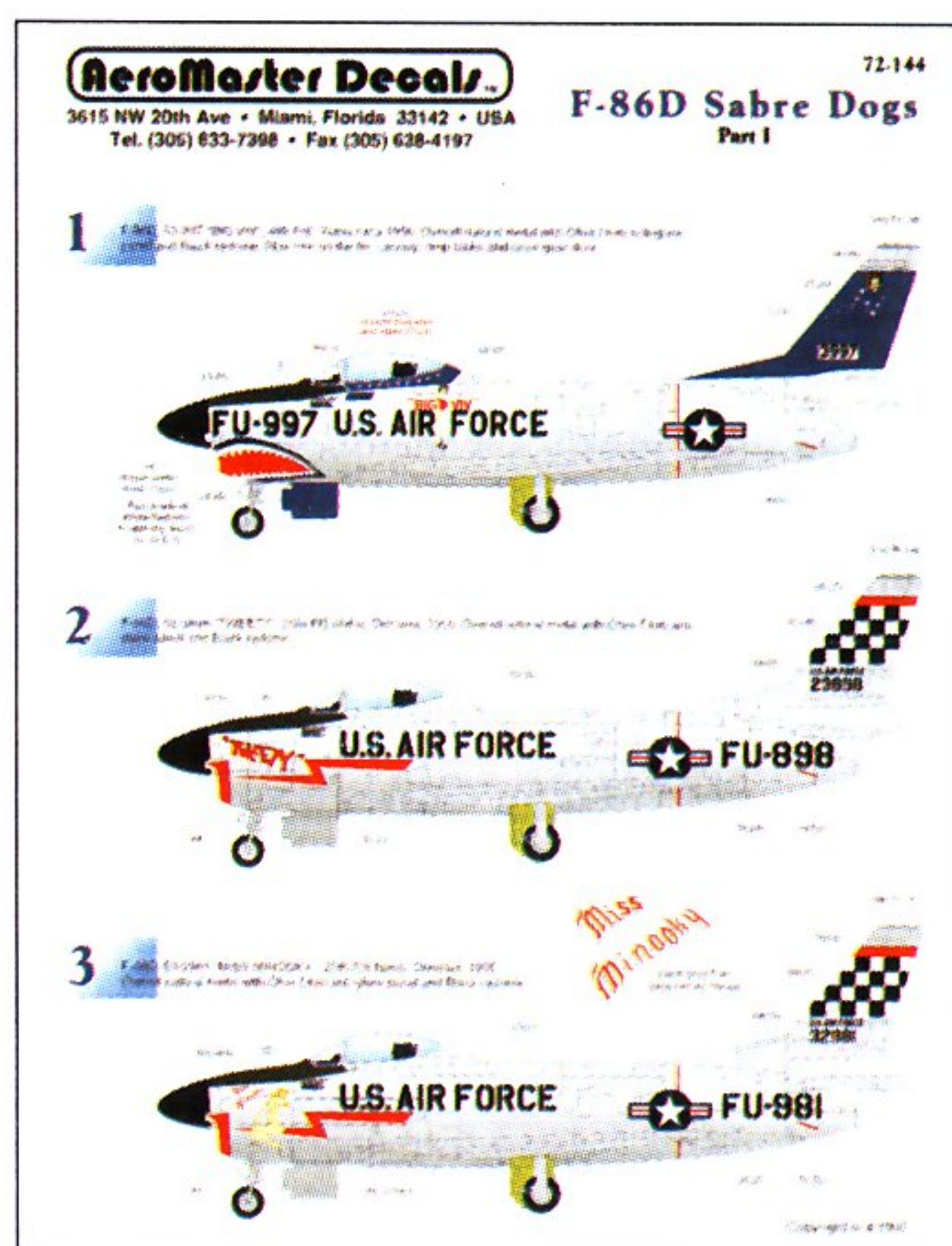
The latest selection of decal sheets from this source comprises five in 1/72nd scale, six in 1/48th scale, two sets of stencils in 1/48th and the latest in the 'Planes the Aces Flew' series.



Although pretty plain overall, there are a few colourful patches on the Skyraiders offered on 72-143

Beginning with the 1/72nd scale sheets, the first is 72-143 and it is for the AD-3/6 Skyraider. The sheet contains three options, each of which are Glossy Sea Blue overall, and they are;

- 1. AD-3, S/No. 122799 of VA-35 on USS Layte during the Korean War in November 1950. This machine has a green tip to the vertical fin.
- 2. AD-6, S/No. 137618 of VA-65 on USS Essex in September 1955. This machine's entire rudder is in green and white stripes and the fin top and front of the cowl are also in green.
- 3. AD-1, S/No. 122737 of VA-923 on USS Bon Homme Richard in October 1951.



A selection of Sabre Dogs are offered in 1/72nd scale on 72-144

The sheet also includes a selection of stencilling.

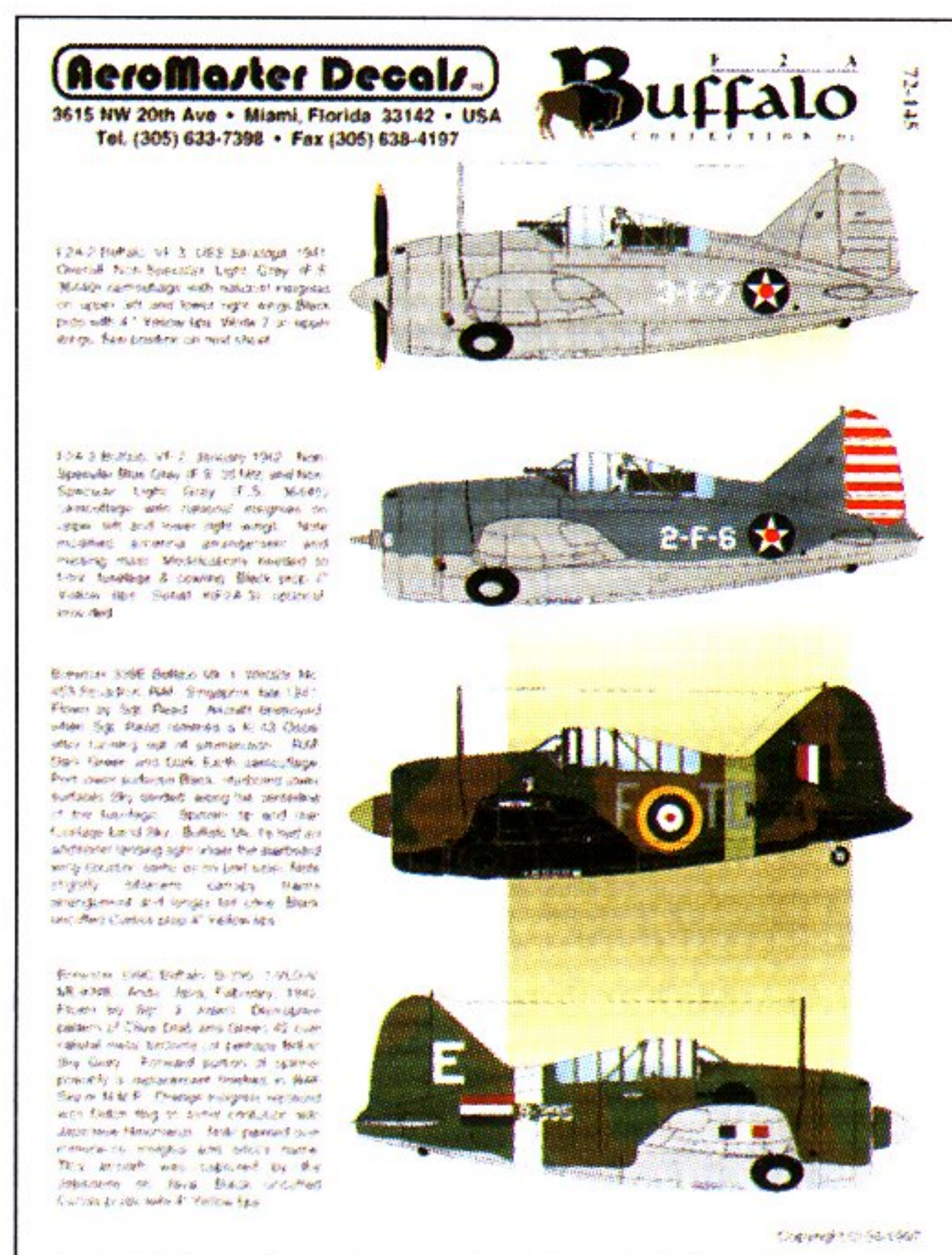
Next is sheet number 72-144 and this is entitled 'F-86D Sabre Dog Part I'. There are three options, each of which are natural metal overall, and they are:

- 1. F-86D, 53-997 'Big Viv' of the 498 FIG based at Yuma in 1956. This machine has a black radome, Olive Drab anti-dazzle panel and the vertical tail, canopy frame,

drop tanks and nose gear door are blue.

- 2. F-86D, 52-3898 'Tweety' of the 25th FIS based on Okinawa in 1955. This has the vertical tail in black and white checks (supplied as a decal).
- 3. F-86D, 53-2981 'Miss Minooky' of the 25th FIS based on Okinawa in 1955. This machine is in the same scheme as the previous option.

There are three sets of stencilling also included on this sheet.



The first selection for the Buffalo is offered on 72-145

We move back to WWII with the next sheet, 72-145, which is entitled 'Buffalo F2A Collection Pt. 1'. There are no fewer than seven options on this sheet and they are:

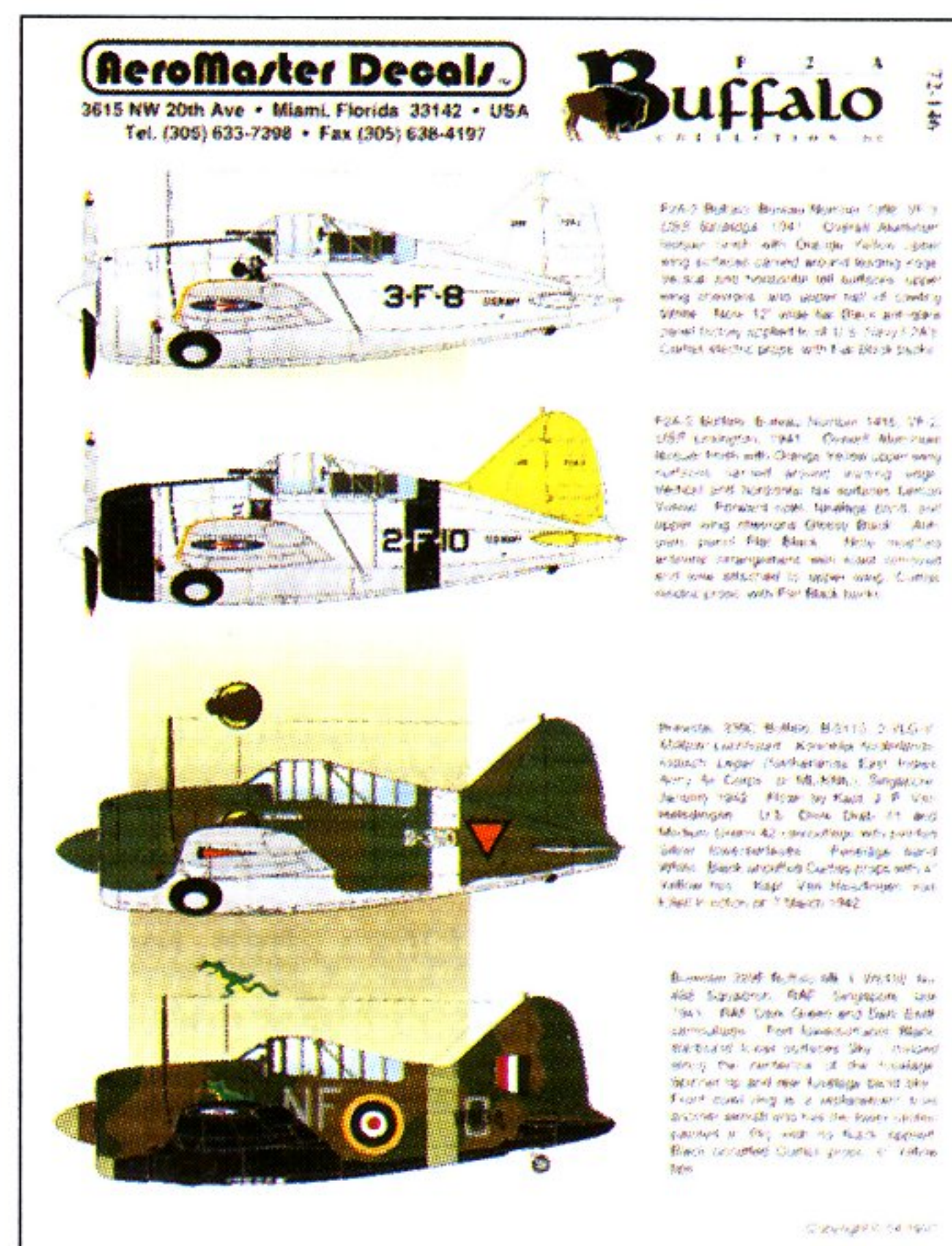
- 1. F2A-2 of VF-3 on USS Saratoga in 1941. This machine is Non-Specular Light Grey overall.
- 2. F2A-3 of VF-3 in January 1942. This machine is Non-Specular Blue Grey over Non-Specular Light Grey with the entire rudder covered in red and white stripes (supplied as a decal).
- 3. Brewster 339E Buffalo Mk I, W8029 of No.453 Sqn. based at Singapore in late 1941. This machine is Dark Green and Dark Earth over a split surface of black and Sky. The aircraft features a Sky fuselage band and forward section to the spinner.
- 4. Brewster 339C, B-395 of 1-VLG-V, ML-KNIL based at Andir, Java in February 1942. This aircraft is Olive Drab and Green (ANA 42) over natural metal (or perhaps British Sky Grey). It has a white band around the aft fuselage and the forward part of the spinner is possibly painted in RAF Sky.

- 5. F2A-2, Bu/No 1391 at NAS Miami in 1942. This machine is overall Non-Specular Light Grey with the entire vertical fin and tailplanes in red.
- 6. F2A2, Bu/No. 1431 which crashed at Miami in July 1942. This machine is in the same overall colour scheme as option two.
- 7. F2A-2P of VMF-112 at San Diego in Mid 1942. This option is Non-Specular Blue Grey over Non-Specular Light Grey.

The sheet features all the markings for each option plus, where applicable, a selection of stencils.

We remain with the Buffalo as the next sheet on offer is 72-146 and this is part two of the collection. This sheet offers schemes for five machines and they are;

- 1. F2A-2, Bu/No. 1398 of VF-3 on USS Saratoga in 1941. It is aluminium overall with Orange Yellow upper wings and the vertical tail, tailplanes, upper wing chevron and upper engine cowls in white.
- 2. F2A-2, Bu/No. 1415 of VF-2 on USS Lexington in 1941. Another aluminium machine with Orange Yellow on the upper wing surfaces. The vertical tail and tailplanes are Lemon Yellow and the forward cowl, fuselage band and upper wing chevron are gloss black.
- 3. Brewster 339C, B-31110 of 2-VLG-V, Netherlands East Indies Army Air Corps in Singapore in 1942. This machine is Olive Drab 41 and Medium Green 42 over silver.
- 4. Brewster 339E Buffalo Mk I, W8138

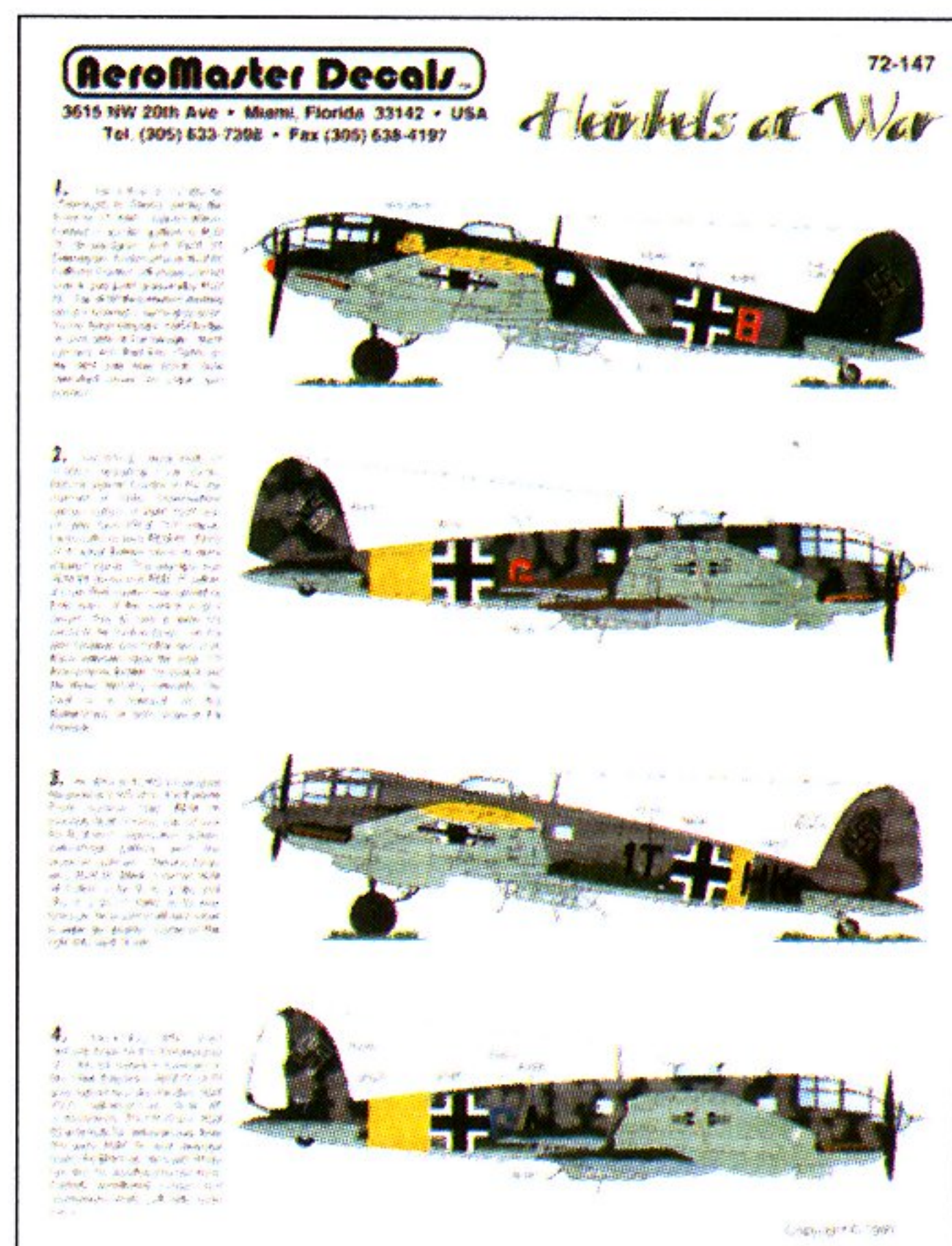


The second part of the Buffalo selection is 72-146

of No.488 Sqn. RAF Singapore in late 1941. This machine is Dark Green and Dark Earth over a split undersurface of Sky and black. The fuselage band and front of the spinner are also Sky.

- 5. F2A-1 which was rebuilt by Brewster to F2A-2 standards in 1940-41. This aircraft is Light Grey overall.

There are a number of stencils plus wing walk markings included on this sheet.

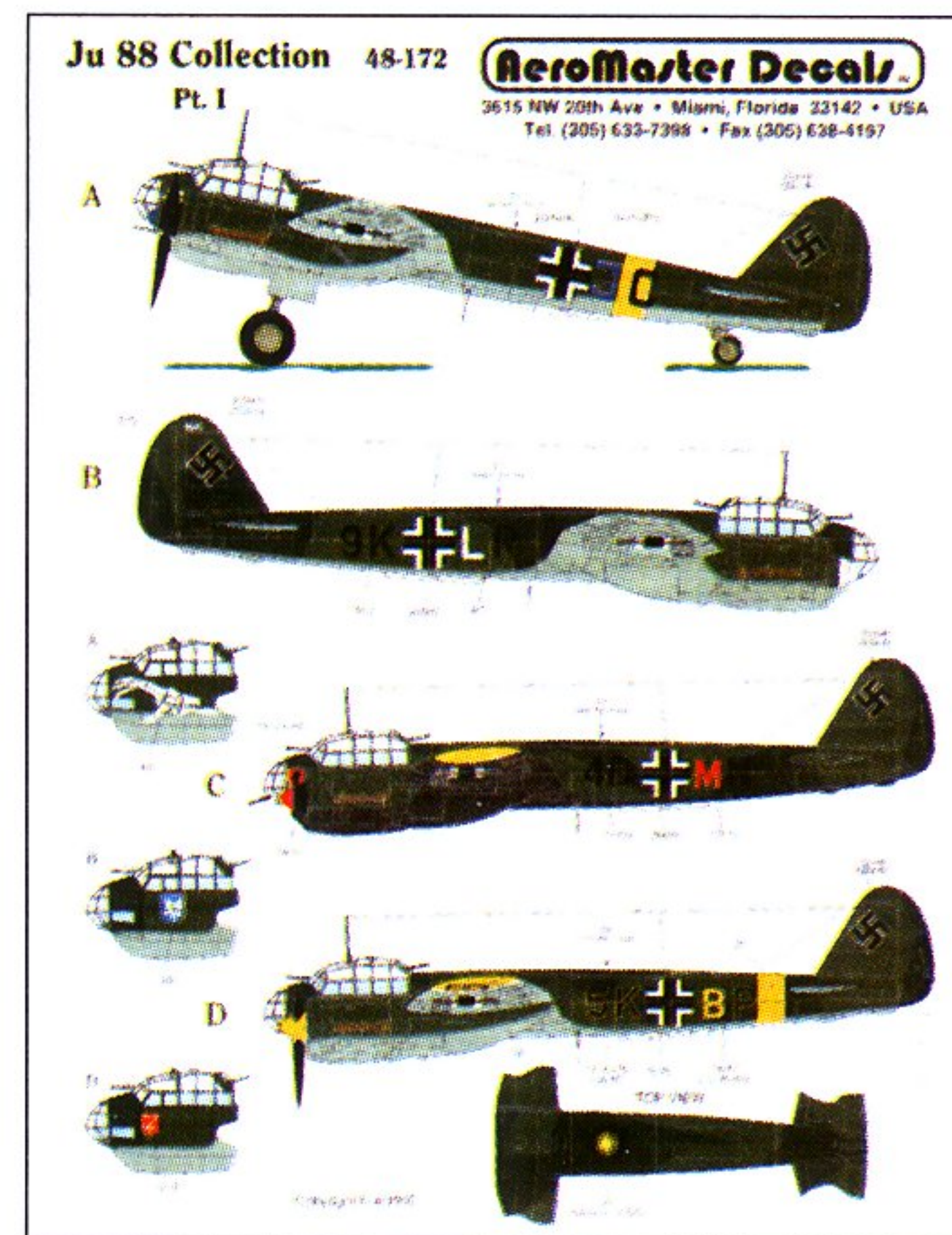


Both standard and V-1 carrying He 111's are offered on 72-147

The final 1/72nd scale sheet is number 72-147 and deals with the Heinkel He 111. This sheet is entitled 'Heinkels at War' and it features markings for the following

machines:

- 1. He 111H-4, B3+B of 8./KG 54 in Russia during the summer of 1943. This machine is RLM 70 and 71 in a splinter pattern over RLM 65. The aircraft features the yellow lower wing tip markings of the Russian theatre and it also features previous codes from a former squadron which have been oversprayed with a grey colour (RLM 75?).
- 2. He 111H-22 'Red G', possibly of III./KG3 operating from Venlo, Holland in 1944. This V-1 carrier is RLM 70/71 on top which has been oversprayed in an irregular manner with RLM 75. The lower surface is RLM 65 and there is also a yellow band around the rear fuselage. The V-1 on this machine is RLM 81 on top and RLM 76 underneath.
- 3. He 111H-4, 1T+HK of III./KG 26 based on the Eastern Front in 1942. This aircraft carries codes for I./KG 28 and is painted RLM 70/71 on top which is then oversprayed with a dense covering of RLM 75 (or possibly RLM 77). The lower surface is RLM 65 and the aircraft features a yellow band around the aft fuselage and under each wing tip.
- 4. He 111H-22, W/Nr 3107 which was possibly flown by the Kommandeur of I./KG 53 in late 1944. This machine is RLM 70/71 with extensive areas of RLM 75 or 77 oversprayed onto it. The under surface is RLM 65 and there is a wide yellow band around the rear fuselage. The V-1 on this machine is RLM 82 over RLM 76.



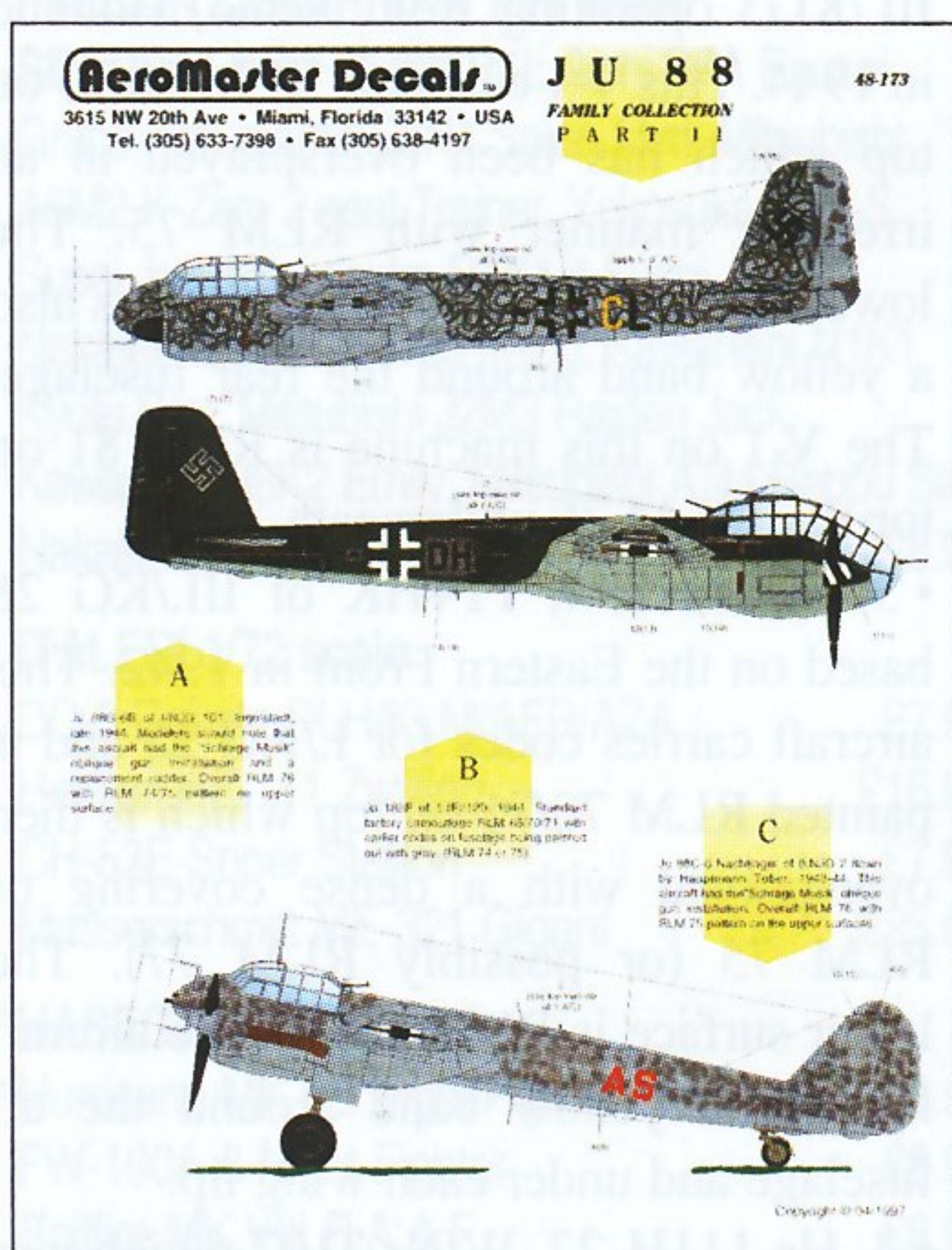
Although we have not got a good 1/48th scale Ju 88A to model (unless the rumoured ones come to fruition), sheet 48-172 offers schemes for four machines

This sheet does not include any additional stencilling however.

Moving on to 1/48th scale now. The first sheet is 48-172 and this is for the Junkers Ju 88. There are four options on this sheet and they are;

- 1. Ju 88A-1 possibly of Stab II Gruppe/Zerstörergeschwader based in Rumania in April 1944. This machine is RLM 71 on top and RLM 65 underneath. The spinners are blue and black and there is a yellow band around the aft fuselage.
- 2. Ju 88A-1 of 7.KG 51 based in France in 1940. It is RLM 70/71 in a splinter pattern on top and RLM 65 underneath. The front of the spinners are white.

- 3. Ju 88A-5 with cannon armament of 7.KG 30, based in Finland in 1941-42. This machine is also RLM 70/71 over RLM 22 (black) with the front of the spinners in red and the lower wing tips in yellow.
- 4. Ju 88A-4 of 6.KG3 based on the Russian Front in 1941-42. Another RLM 70/71 over 65 machine although this aircraft has the spinners, fuselage band and lower wing tips in yellow (RLM 04).



Ju 88G's and Ju 188's in 1/48th scale are offered on 48-173

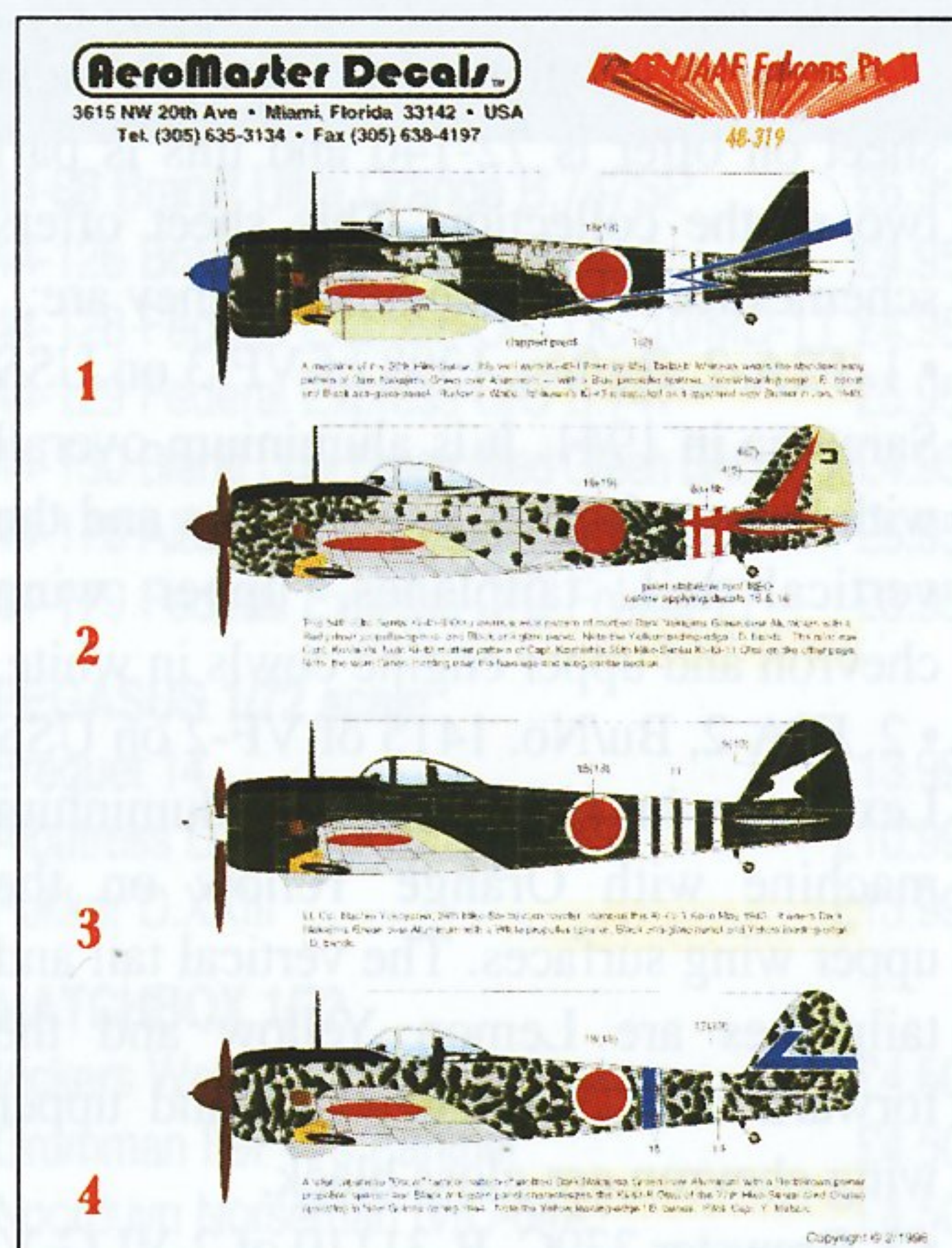
We stay with the Ju 88 for the next sheet. Numbered 48-173, it is entitled 'Ju 88 Family Collection Pt. II' and offers markings for the following three machines;

- 1. Ju 88G-6 of I/NJG 101 based at Ingolstadt in late 1944. This aircraft is RLM 76 overall with a dense 'scribble' of RLM 74/75 on the upper surface. The rudder on this machine is a replacement and therefore has uncommon markings in relation to the rest of the airframe, featuring 'spots' of RLM 75/74 on RLM 76.
- 2. Ju 188F of I.(F)/120 in 1944. This machine is RLM 70/71 in a splinter pattern over RLM 65. The earlier codes carried by this machine have been painted out with grey (RLM 74 or 75).
- 3. Ju 88G-6 of 8./NJG 2 flown by Hptn. Tober in 1943-4. This machine is RLM 76 overall with a 'speckle' of RLM 75 on the upper surfaces.

All individual and national markings are included on this sheet, but no stencilling.

We move to a Japanese subject for this next sheet, 48-319, which is entitled 'Ki-43 IJAAF Falcons Pt.II'. There are four options offered on the sheet and they are;

- 1. Ki-43-I Flown by Maj. T. Ishikawa of the 50th Hiko-Sentai in Burma in 1943. It is Nakajima Dark Green over aluminium with the spinner in Blue and the rudder and fuselage band in white.
- 2. Ki-43-II Otsu of the 54th Hiko-Sentai which is in the same overall colour scheme as the previous option. It does however feature the propeller in red primer.
- 3. Ki-43-II Ko flown by Lt. Col. H. Yokoyama of the 24th Hiko-Sentai in May 1943. Once again this machine is in the same overall scheme as the previous two options.
- 4. Ki-43-II Otsu of the 77th Hiko-Sentai



Another selection of Ki-43 Oscars is offered on 48-319

(2nd Chutai) in New Guinea in 1944. This machine is aluminium overall with a dense mottle of Nakajima Dark Green on the upper surface.

Each of the above options features the yellow wing leading edges.

We change sides with the next sheet as it deals with the Republic P-47D Thunderbolt. This sheet, 48-323, is entitled 'Thunderbolts Galore VI' and it offers schemes for the following four aircraft;

- 1. P-47D-28-RE, 44-19562 'Rat A Dat' of the 350th FS, 353rd FG, 8th AF, which was flown by Lt. Ken Gallup in late 1944. This machine is natural metal overall with the upper decking in Olive Drab, the cowl is covered in yellow and black checks and black and white invasion stripes around the wings and lower fuselage.



More Thunderbolts are on offer on 48-323

- 2. P-47C-5-RE, 41-6530, 'The Syracusan' which was flown by Lt. Henry Miklajczyk of the 486th FS, 352nd FG based at Bodney in September 1943. This machine is Olive Drab over Neutral Grey with white ETO ID bands.
- 3. P-47D-22-RE, 43-25572, 'Smoocher' of the 351st FS, 353rd FG based at Raydon in 1944. This machine is in the same overall scheme as the previous option although the nose is covered in yellow and black checks and the airframe also has invasion stripes around the wings and lower fuselage.
- 4. P-47D-25-RE, 42-26671 'No Guts - No Glory' which was flown by Capt. Ben Mayo of the 82nd FS, 78th FG based at

Duxford in 1944. This machine is in the same overall scheme as option one although the checks on the nose are black and white.

This one and a half sheet set contains markings for each option, the black element of the checkered nose cowl and a selection of stencilling, including those for the propeller.



Some colourful MiG-17's are offered on 48-324

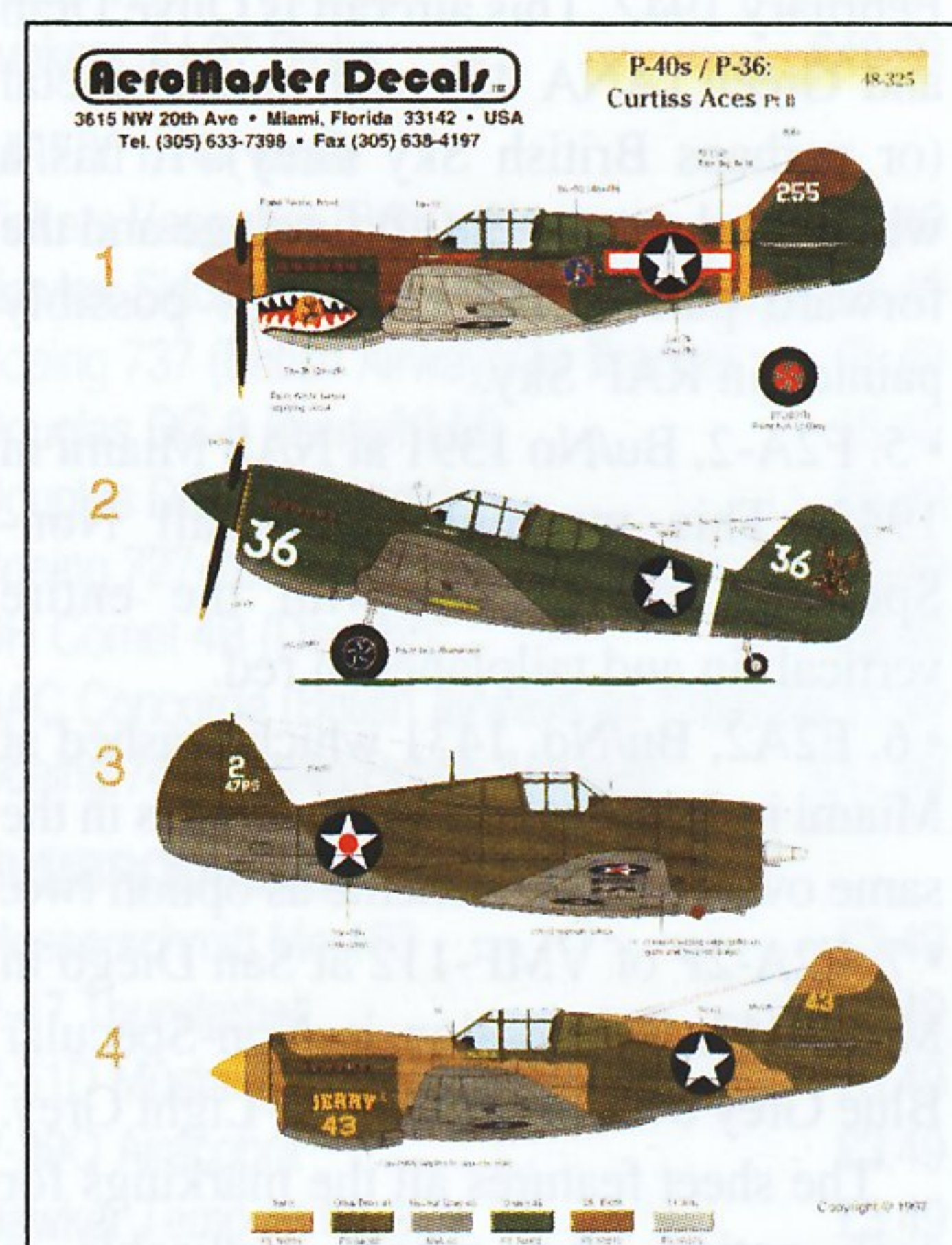
The next sheet is 48-324 and it is for the MiG-17. This sheet offers options for the following four machines:

- 1. MiG-17F of the Bulgarian Air force. It is in a Soviet scheme of green and sand over light blue.
- 2. MiG-17F of the Indonesian Air Force prior to the revolution in 1965. It was aluminium overall with a bright red and white design on the tail.
- 3. MiG-17 of the Vietnamese Peoples Air Force, 923rd Sqn. This machine is on display in a museum in Hanoi and is aluminium overall.
- 4. MiG-17F of the North Vietnamese Air Force which is aluminium overall with a red tip to the vertical tail.

Note that the decals offered on this sheet will not fit the Hobbycraft kit.

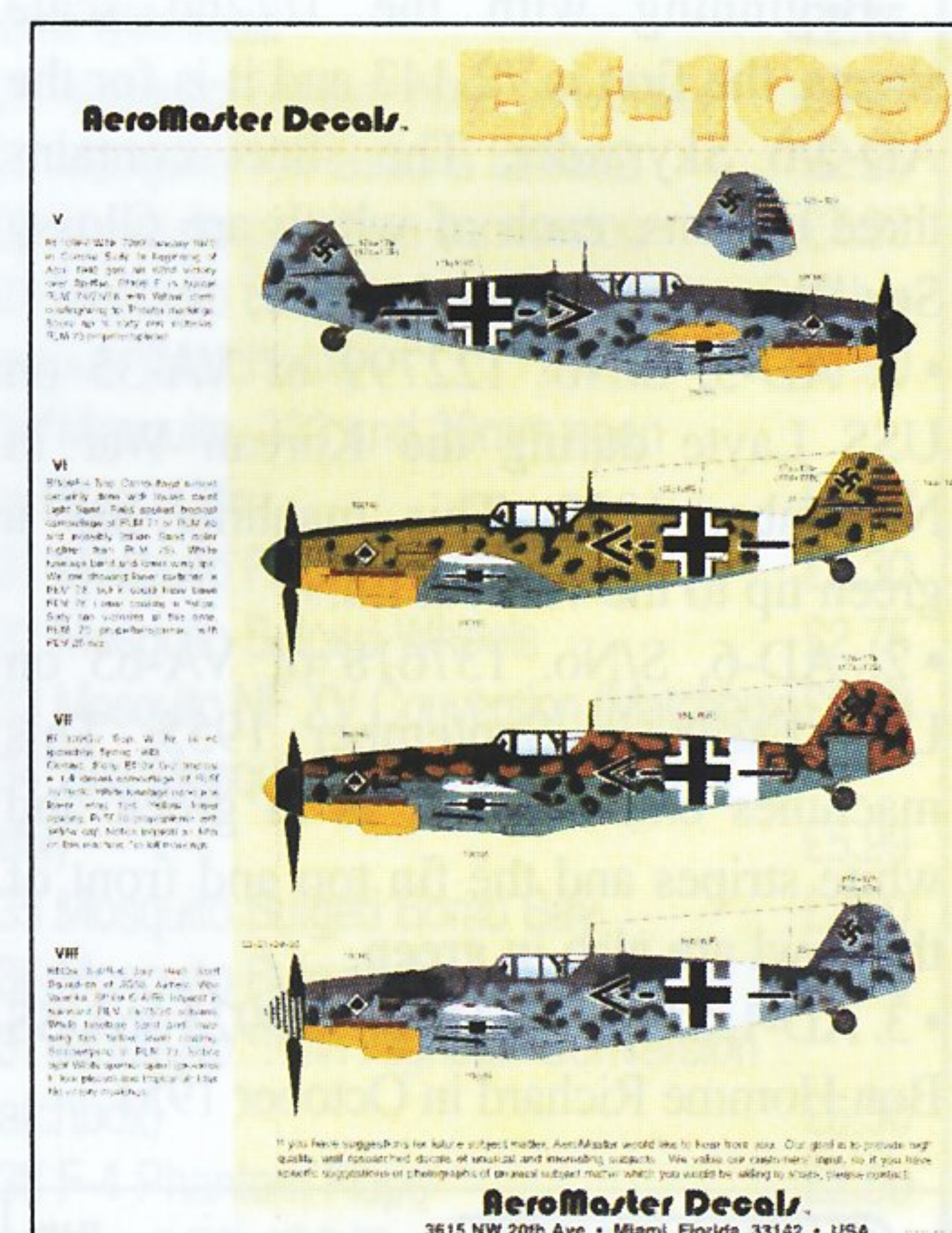
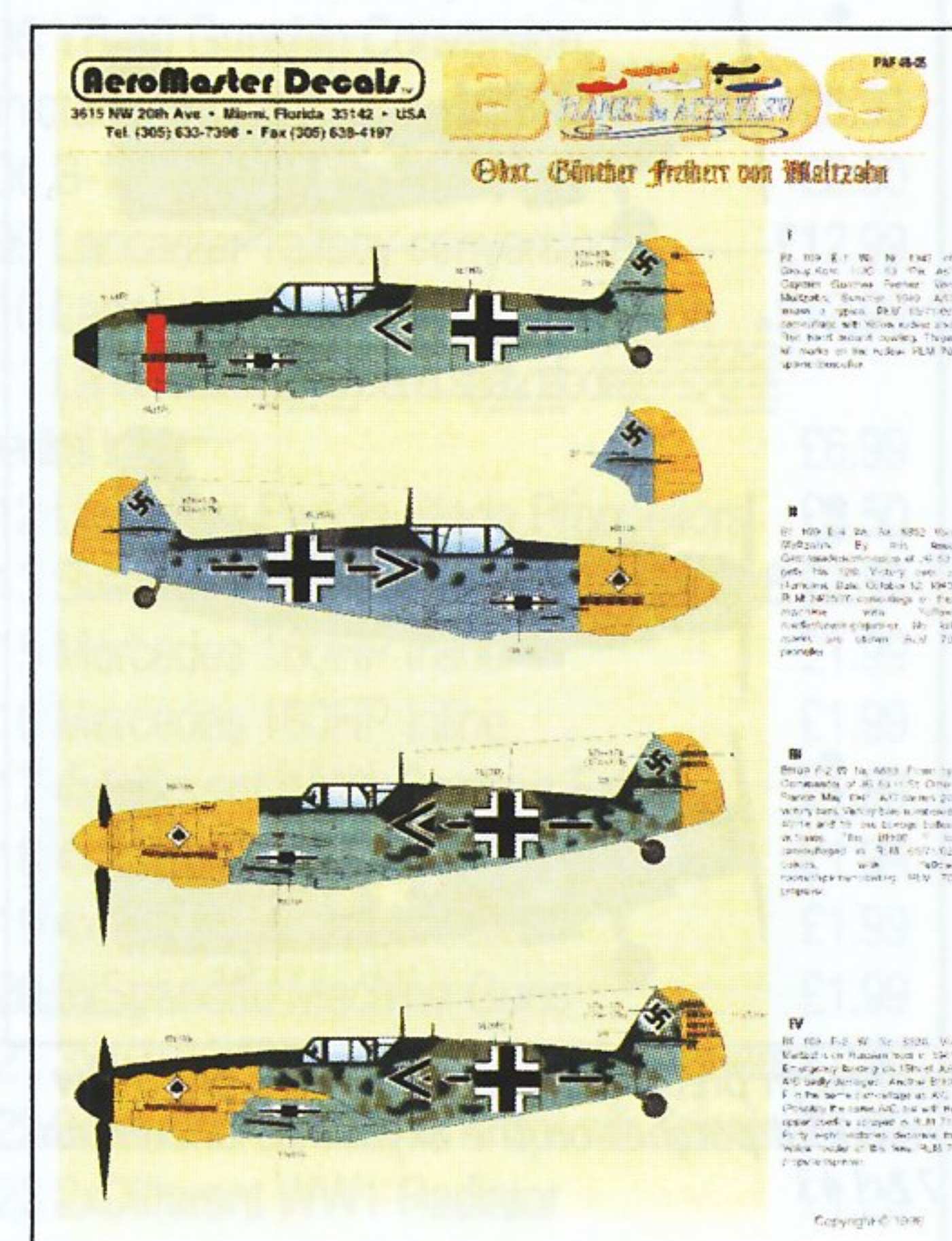
The final sheet of the normal type is 48-325 and it is entitled 'P-40/P-36: Curtiss Aces Pt.II'. The sheet offers the following four options;

- 1. P-40K which was flown by Maj. E.M. Nollmeyer of the 26th FS, 51st FG based at Karachi, India. This machine is Earth and Green 42 over Light Grey.



Both P-40's and a P-36 are on sheet 48-325

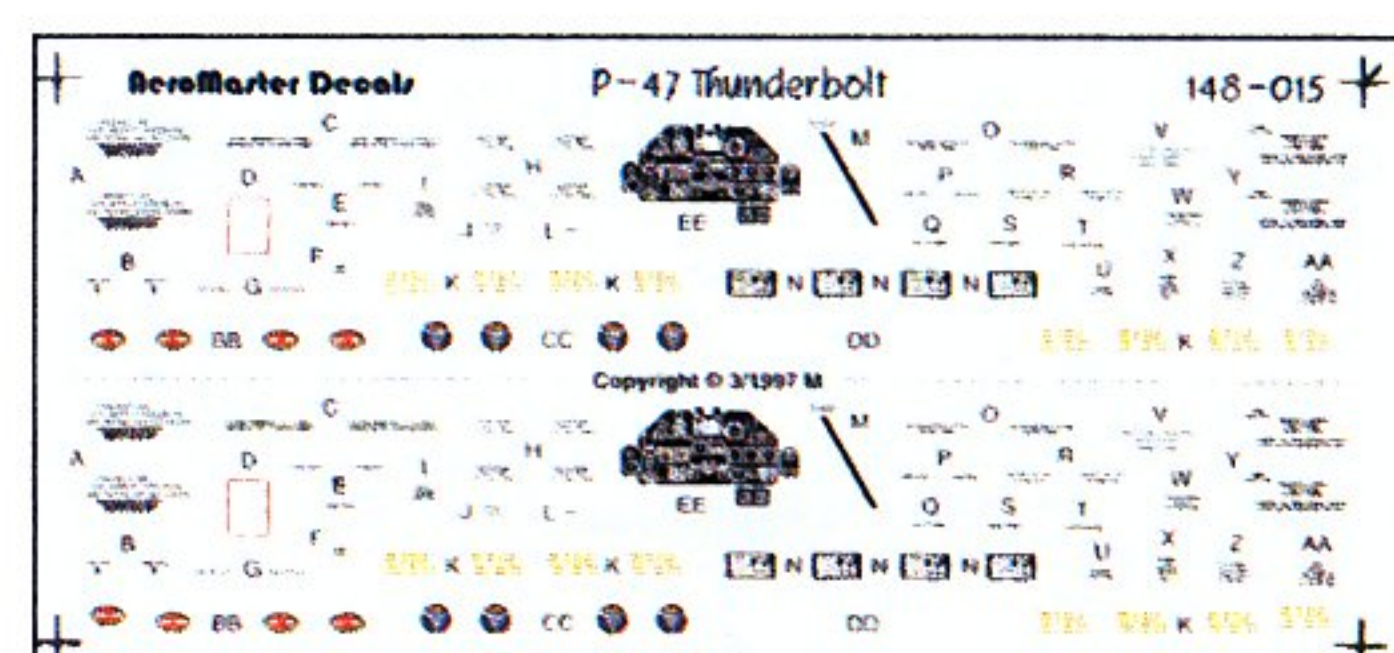
- 2. P-40E flown by Capt. W.J. Hennon of the 7th FS, 49th FG. It is medium Green over Neutral Grey.
- 3. P-36A flown by 2nd Lt. H. Brown of the 47th Pursuit Squadron. This machine is Olive Drab over Neutral Grey.
- 4. P-40E flown by Lt. B. Day of the 49th FG. This machine is in the same overall scheme as the previous option although the upper surface has a field applied camouflage pattern in a sand colour.



Eight machines flown by Obst. Günther Freiherr von Maltzahn are offered on the latest addition to the 'Planes the Aces Flew' series

We move away from the standard sheets now and look at the latest addition to the 'Planes the Aces Flew' series. The latest sheet, PAF 48-05, is for Obst. Günther Freiherr von Maltzahn. There are options for eight machines, which were flown by Maltzahn, offered on this sheet and they are;

- 1. Bf 109E-1, W/Nr 1347 of II/JG 53 'Pik As'. This machine is RLM 71/02 over RLM 65 with an RLM 70 spinner and a yellow rudder.
- 2. Bf 109E-4, W/Nr 5892 of JG 53. This machine is in the same scheme as the previous option although the entire nose and spinner are also in yellow.
- 3. Bf 109F-2, W/Nr. 6683. This machine is in the same scheme as the previous option, although the fuselage sides on this machine are mottled in RLM 71 and 02.
- 4. Bf 109F-2, W/Nr 8326. This machine is in the same scheme as option three although it has an RLM 70 spinner and the upper decking of the cowl is sprayed with RLM 71.



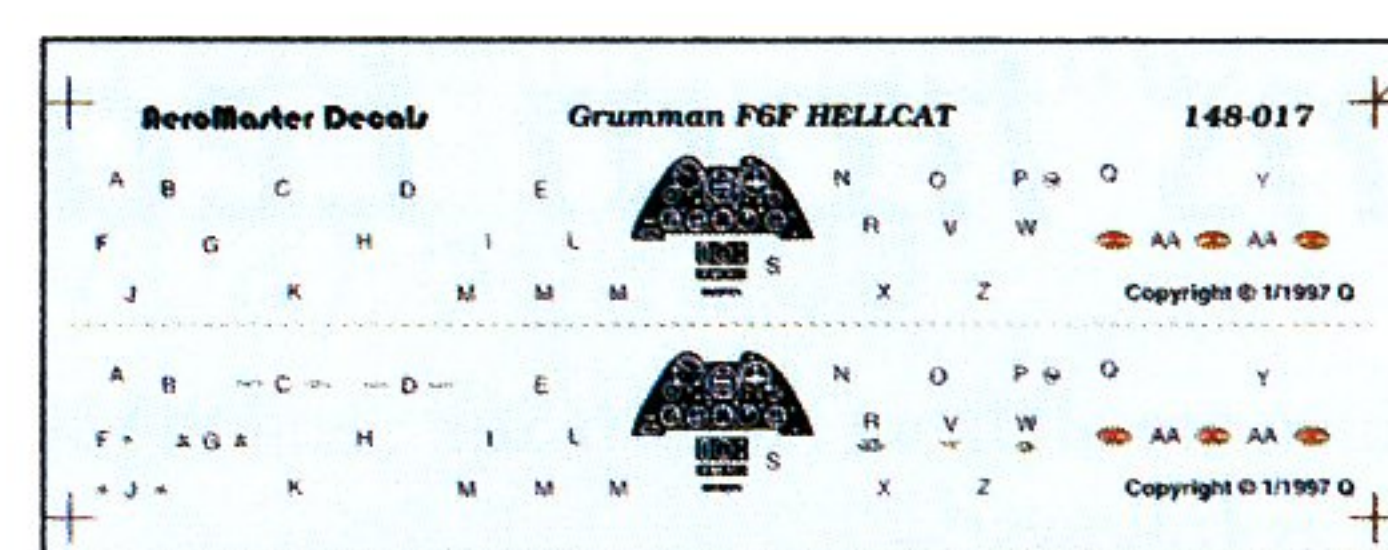
Stencils for the P-47D Thunderbolt are offered on 148-015

- 5. Bf 109F-4, W/Nr. 7282. This machine is RLM 74/75 over RLM 75 with the lower wing tips and engine cowl in yellow.
- 6. Bf 109F-4/Trop. This machine is possible Italian Sand over RLM 79 with a mottle of RLM 71 and the lower engine

cowl in yellow.

- 7. Bf 109G-2/Trop, W/Nr. 14160. This machine is RLM 79 over RLM 78 with a mottle of RLM 80. The fuselage band and lower wing tips are white and the lower engine cowl and spinner front are yellow.
- 8. Bf 109G-6/R6. This aircraft is RLM 74/75 over RLM 76. Once again the lower wing tip and fuselage band are white and the lower engine cowl is yellow. The spinner on this machine is RLM 70 with a tight white spiral.

This double sheet set offers all the markings for each option, although there



Two sets of stencilling for the Grumman Hellcat are offered on 148-017

are no stencils included.

The final two sheets on offer are stencil sets. The first is 148-015 and it is for the Republic P-47D Thunderbolt. It offers two complete sets of stencils for the 'Jug'.

The other sheet is 148-01 and this offers two sets of stencils for the

Grumman F6F Hellcat.

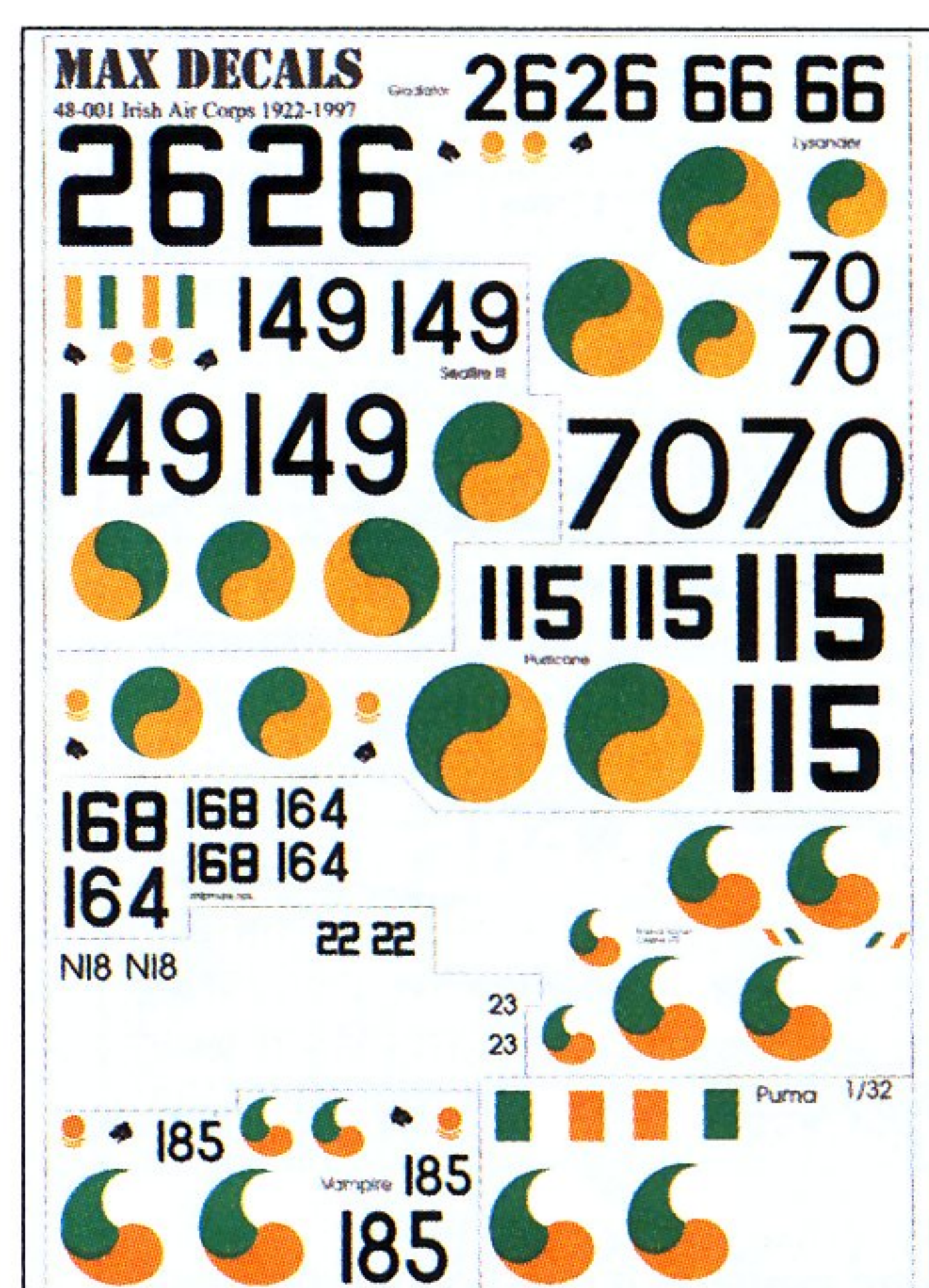
All of the above sheets are priced as follows:

72-143	£4.95	72-144	£4.95
72-145	£4.95	72-146	£4.95
72-147	£4.95	48-172	£5.95
48-173	£5.95	48-319	£5.95
48-323	£6.95	48-324	£4.95
48-325	£4.95	PAF 48-08	£9.75
148-015	£1.99	148-017	£1.99

All of the AeroMaster range are imported into the UK by Hannants.

My thanks to AeroMaster for the review samples.

Two new sheets from Max



No fewer than fourteen options are offered on sheet 48-001. There is also a 1/32nd scale option for the only Puma operated by the IAC in the early eighties

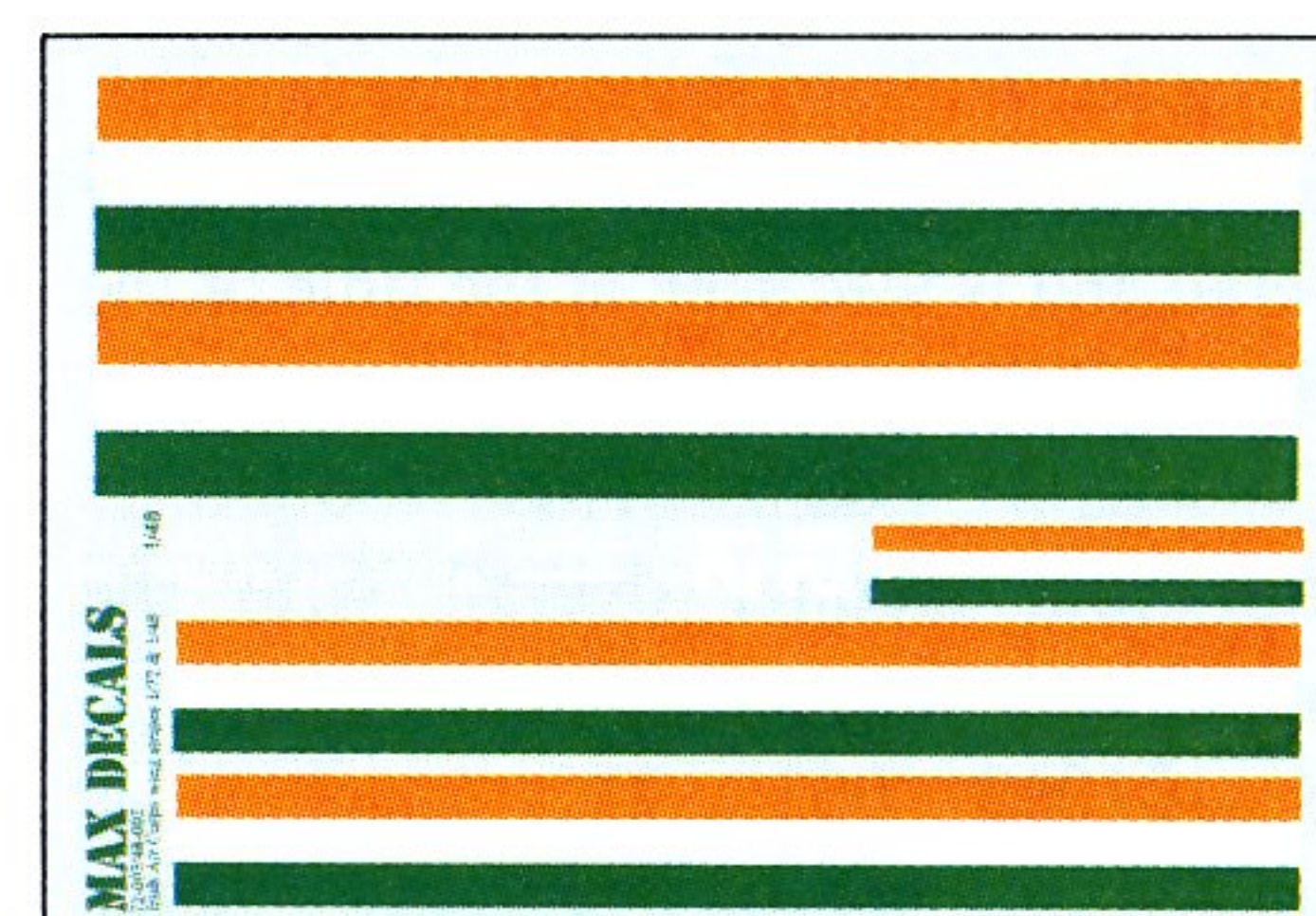
The latest two sheets from this source have made their way to us for review. Each of them deals with the Irish Air Corps from 1922-1997.

The first sheet is 48-001 and it offers schemes for the following aircraft types;

- 1. Westland Lysander '66' circa 1942. This machine is Dark Green and Dark Earth over either Sky, Light Grey or Light Blue.
- 2. Westland Lysander '66' circa 1945/6. This machine was painted silver overall.
- 3. Seafire LF.III, '149'. This machine is grey/green overall with a red spinner.
- 4. Hurricane Mk IIC, '115' circa 1945. This aircraft is Medium Sea Grey overall with a disruptive camouflage scheme of Dark Green on top.
- 5. Gladiator '26' circa 1938. This machine has a light green fuselage with the wings and tail in silver.
- 6. Gladiator '26' circa 1942. This machine is Dark Green and Dark Earth over silver.
- 7. Reims FR 172H Rocket (Cessna 172). This aircraft is Airframe Olive Green overall.
- 8. Chipmunk '184'. This machine is silver overall with Dayglo panels on the tail and wing tips.
- 9. Vampire T.55 '185'. This aircraft is silver overall with Dayglo panels on the nose, wings and vertical tails.
- 10. DH 60 Moth '23'. This airframe is

silver overall.

- 11. Bristol F.2B '22'. This machine is also silver overall but has the extended exhaust pipes fitted.
- 12. Bristol F.2B 'BF VII'. This machine is Khaki overall with clear doped under surfaces and grey engine panels.
- 13. Avro 504K 'AIII'. This machine is Khaki over clear doped linen and the engine cowls are gloss black.



A selection of tricolour stripes for Irish Air Corps machines is offered on 72-003/48-002. This combined scale sheet also offers 1/72nd scale markings for an Anson, F.4 Buzzard, Brisfit and Avro 504K

- 14. Walrus 'N18' circa 1939. This machine is silver overall with tricolour stripes on the rudder and under the wings.
- As a bonus the sheet also includes markings for the only Puma operated by the IAC in the early eighties. These markings are designed for use with the

Revell Bundesgentschutz Puma kit.

The next sheet is a combined one for both 1/72nd and 1/48th scale machines. It offers stripes of green, white and orange and is designed to compliment Max sheets 7202 and 4801.

In addition to the five sizes of stripes this sheet also includes additional markings in 1/72nd scale for the following machines;

- 1. Avro Anson '21'. This machine has Light Green fuselage and engine nacelles with silver wings, tailplanes and engine cowlings.
- 2. Martinsyde F.4 Buzzard 'MI' "The Humming Bird". This machine is Khaki overall with tricolour stripes on the wings and rudder.
- 3. Bristol F.2B 'BF VII'. This machine is Khaki over clear doped linen with grey engine cowls.
- 4. Avro 504K 'AIII'. This machine is Khaki over clear doped linen with black engine cowls.

Each of these sheets can be highly recommended, as they offer some excellent alternative options. Sheet 48-001 should retail for around £5.00 and 72-003/48-002 should be £2.99

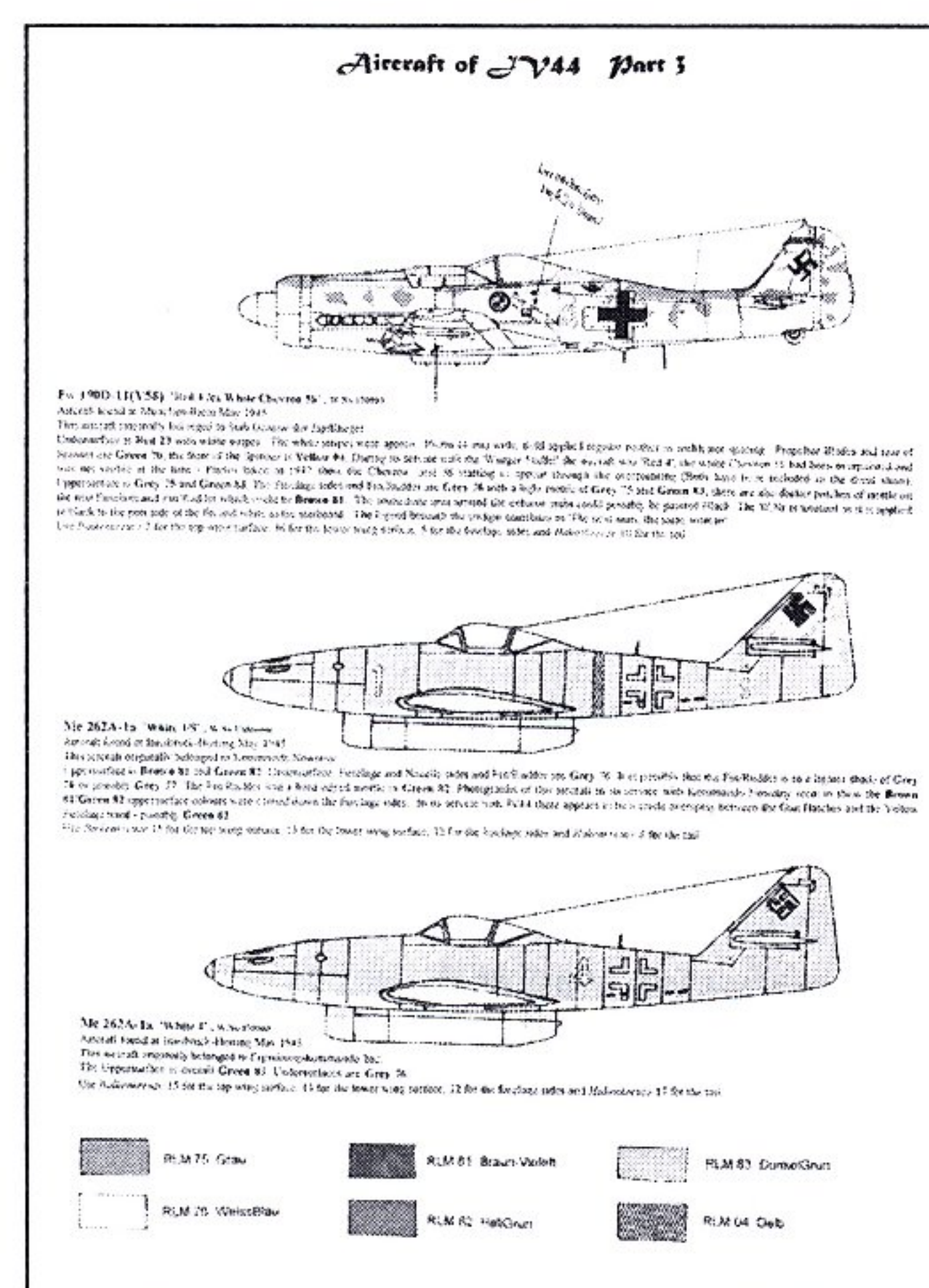
My thanks to Max Decals for the review samples.

More JV 44 Markings from ADS

Following on from their two previous sheets in 1/48th scale for the aircraft of JV 44, ADS have now issued another.

This new sheet, 007-48, offers markings for the following five machines;

- 1. Fw 190D-11, W/Nr. 170933, 'Red 4/White Chevron 58'. This aircraft is RLM 75/83 on top with RLM 76 fuselage side and tail onto which is sprayed RLM 75/83. The under surface is red (RLM 23) with white stripes.
- 2. Fw 190D-11, W/Nr. 220099, 'White Double Chevron'. This aircraft is again RLM 75/83 although it is over RLM 76 which also covers the undersurface.
- 3. Me 262A-1a, W/Nr. unknown, 'White 1/S'. This machine is RLM 81/82 over RLM 76. The fin and rudder are possibly in RLM 77 and the mid-fuselage section has been crudely overpainted in either RLM 81 or 82 to cover the mottle effect applied by the previous unit.



The latest offering from ADS once again looks at machines of JV 44

- 4. Me 262A-1a, W/Nr. unknown, 'White 4'. This machine has the entire upper surface in RLM 83 with RLM 76

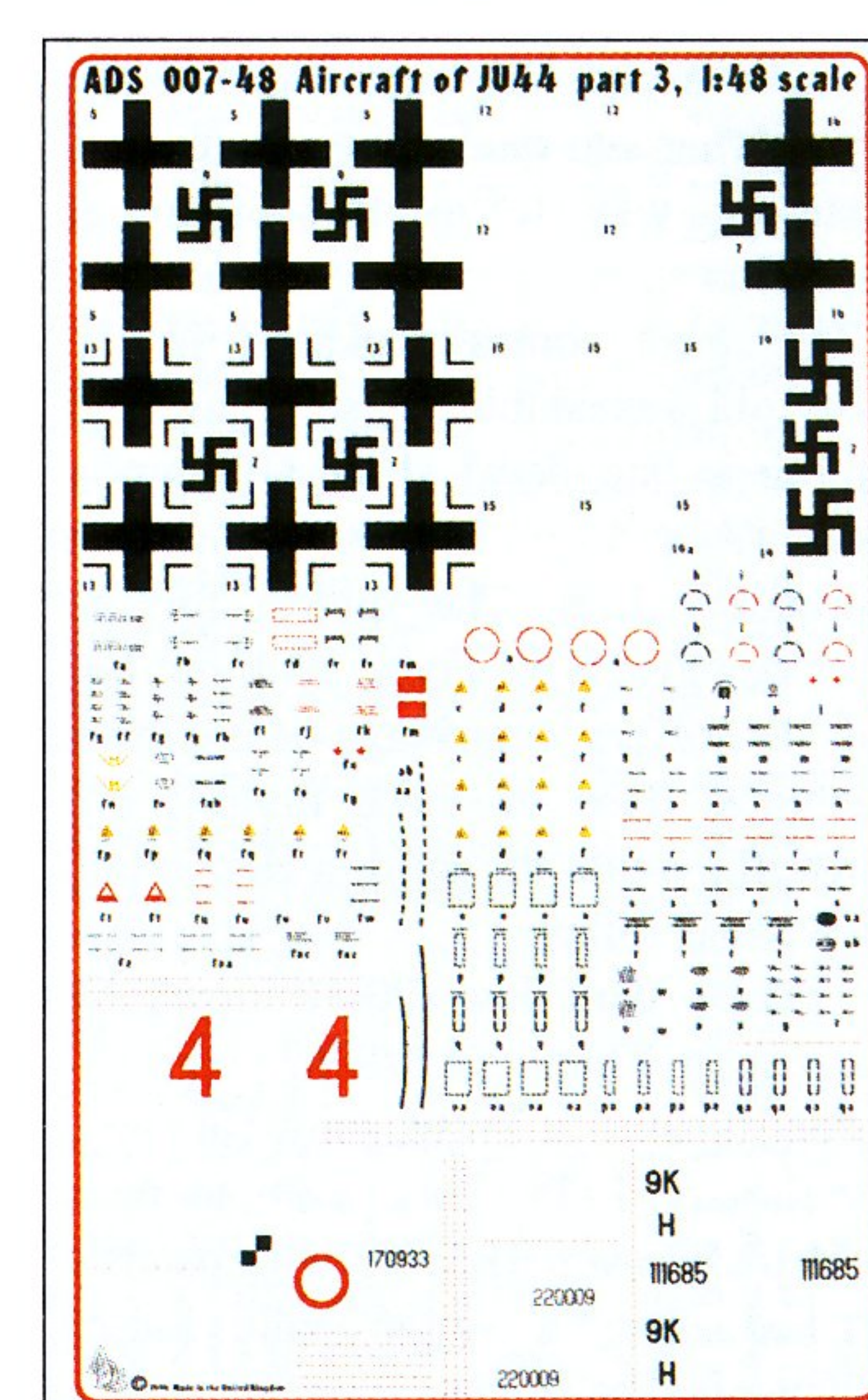
underneath.

- 5. Me 262A-2a, W/Nr. 11685, '9K+FH'. This bomber version is listed as being RLM 81 on top with blotches of 82 applied over it, however the decal manufacturers believe that it was in fact in a standard scheme of RLM 81/82 over 76 and that either RLM 02 or RLM 77 was then applied over it.

The decals themselves are very well printed and the sheet offers all the markings to complete each option along with a full selection of stencils for each. The images are all glossy with little carrier film evident and the clarity and register of each is excellent.

Overall this sheet is a 'must' for all Luftwaffe fans and it certainly allows you to add a couple of 'different' looking Fw 190's and Me 262's to your collection.

My thanks to ADS for the review sample and if you want to know more about this and all the other sheets in their

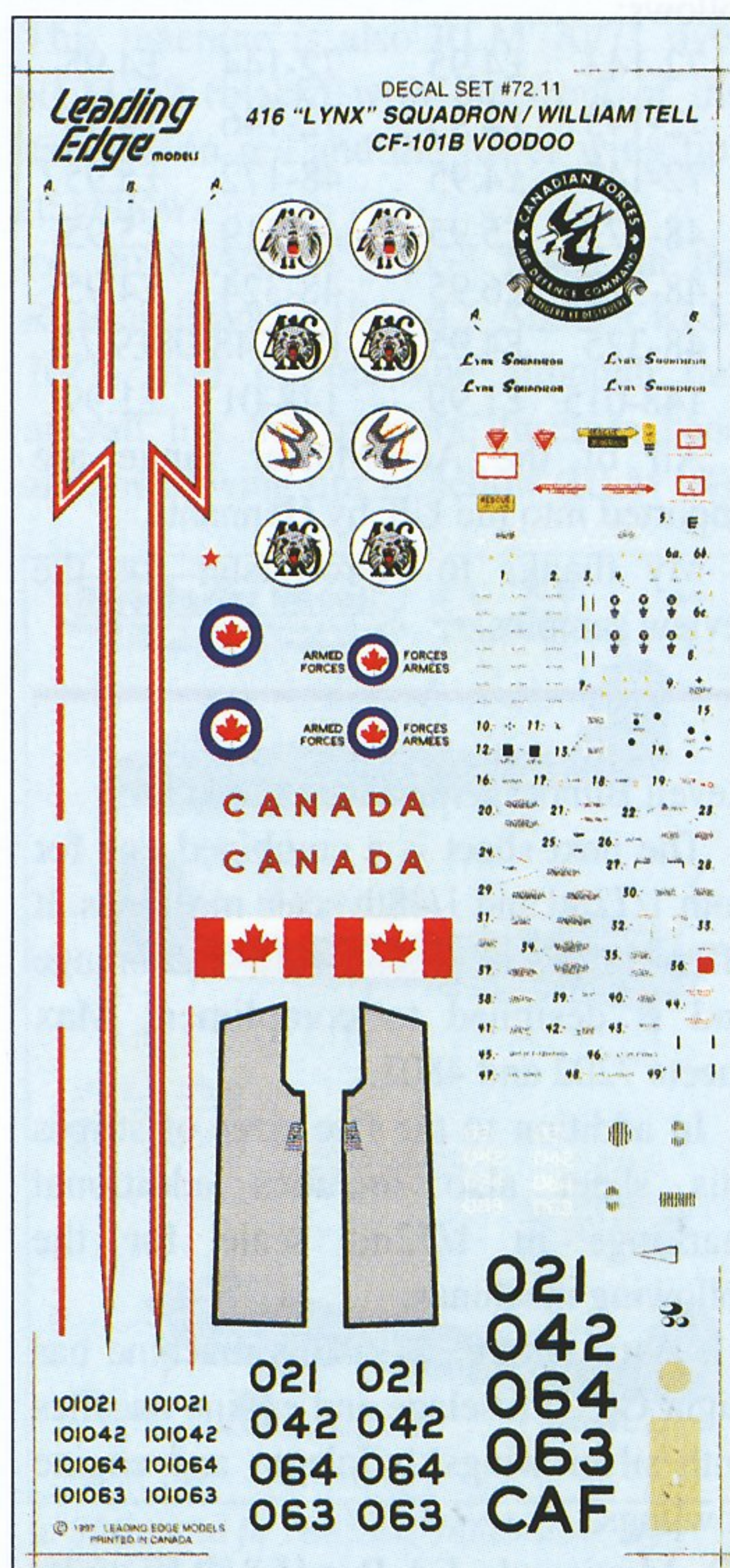


The quality and clarity of the images on the new sheet may be evident from this view

range, contact them at:

PO Box 1768, Bristol. BS17 5FS
Tel/Fax: 01454 850119.

Voodoo options from Leading Edge



The quality of the decals should be apparent here. This is the 1/72nd scale sheet

This Canadian firm have recently sent us samples of the latest decal sheet, which deals with the Voodoo and is offered in either 1/72nd or 1/48th scales.

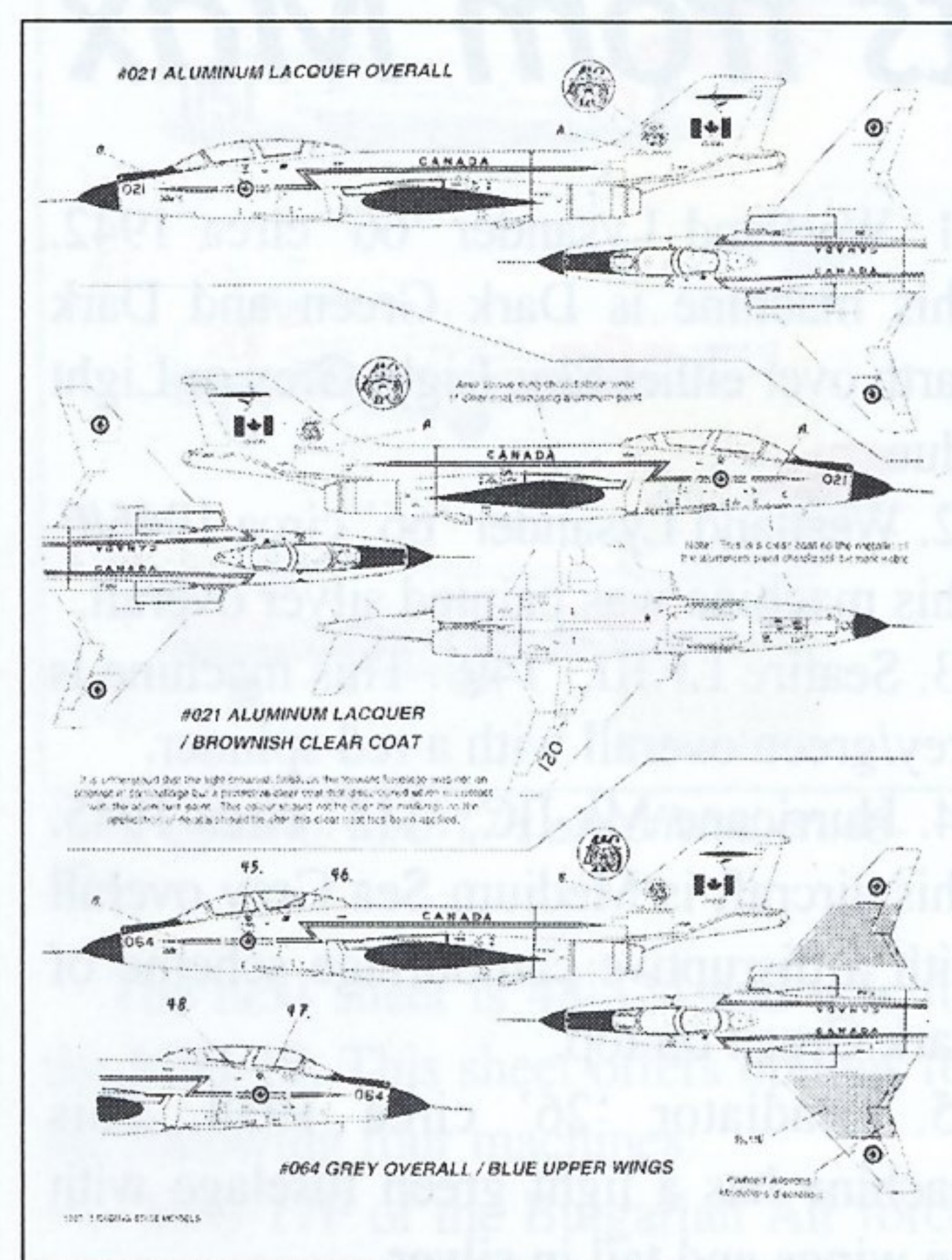
As each sheet is identical I will just look at the options on offer. The sheets themselves are 72.11 for 1/72nd scale and 48.6 for 1/48th scale. Each offers markings for eight CF-101B Voodoo's,

which are all from No.416 Sqn., and they are as follows:

- 1. 101021 '021'. This machine is grey overall with red upper wing outer panels. The nose cone and upper decking are black and the lower rear exhaust area is burnished metal.
- 2. 101021 '021'. This depicts the aircraft later in its life as it is aluminium lacquer overall and does not have the red upper wing panels.
- 3. 101021 '021'. Yet later in the aircraft's history, this time it is aluminium lacquer overall but it also has a brownish clear coat on the forward nose section. The clear coat was in fact a varnish which reacted with the lacquer, it should not be applied over the aircraft's markings.
- 4. 101064 '064'. This machine is grey overall with the inner upper wing panels in blue.
- 5. 101042 '042'. This machine is aluminium lacquer overall and is seen during the William Tell exercise in 1981.
- 6. 101012 '012'. This aircraft is grey overall and is also seen at the time of the William Tell exercise in 1981.
- 7. 101031 '031'. This Voodoo is aluminium lacquer overall with the upper inner wing panels painted red.
- 8. 101063 '063'. This machine is depicted in a special temporary scheme for the Maple Flag exercise in 1983. The aircraft was grey overall but had water soluble poster paint applied with a mop! The colours used were green and brown on the upper surfaces and the instructions note that the paint wore off very quickly.

The decal sheets comprise one and a half sheets for the 1/48th scale version and just a single sheet for the 1/72nd scale offering. Both sheets include markings unique to each option and that includes the different 416 Squadron markings on the tail. There is also a complete set of stencilling offered and this comprises of 50 individual markings!

Overall I do not think that I can praise these sheets too highly. The quality of the decals is impressive and the choice of subject certainly makes it for me.



The mass of options on offer are illustrated by a look at this part of the 1/48th scale instruction sheet

The 1/48th scale sheet should retail for US\$8.85 and the 1/72nd scale version would be US\$6.60. I do not have a UK price for them as yet, but they should be available via Hannants. If you want to know more about the Leading

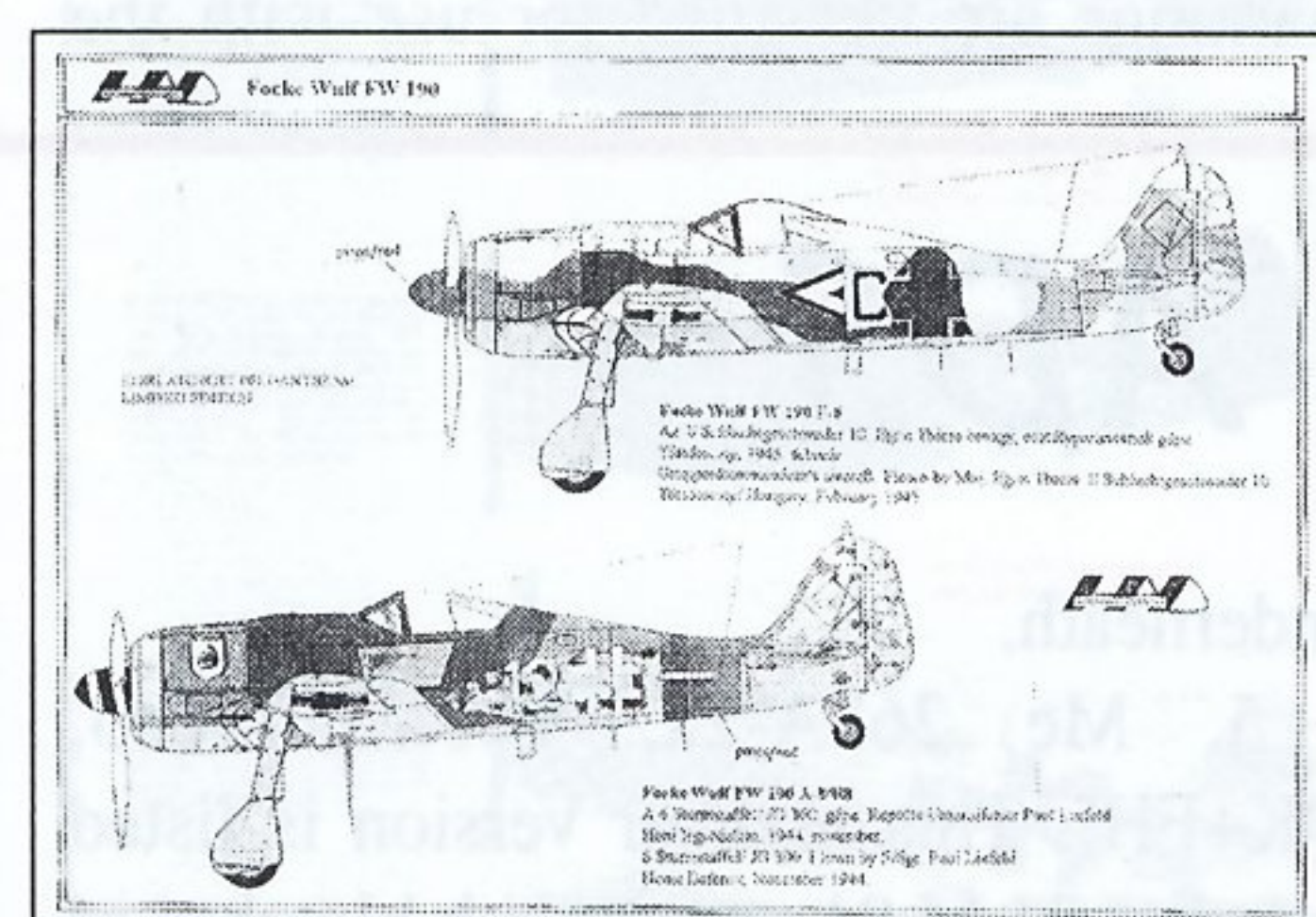
Edge range you can contact them at: Leading Edge Models E, 83 Skyline Cres., N.E. Calgary, AB T2K 5X2, Canada My thanks to Leading Edge for the review samples.

New decal range from Hungary

A new range of decals from a company called Hungarian Armour Decals are available in the UK from Swan Model Engineering and one of their sheets has made its way to us for an initial inspection.

The sheet comes packaged in the good old resealable plastic bag and comprises one decal sheet (190mm x 104mm) and a black and white instruction sheet. The subject for the sheet we have, is the Focke Wulf Fw 190 and it offers markings for three machines. Two of these options are Luftwaffe, while the third is Hungarian. They are as follows;

- 1. Focke Wulf Fw 190F-8 flown by Maj. Egon Thiem of I/Schlachtgeschwader 10 based at Tótvázsony, Hungary, in February 1945. This machine is RLM 81/82 over RLM 65 with patches of RLM 02 and a winter application of whitewash. The spinner is red.
- 2. Fw 190A-8/R8 of 6 Sturmstaffel/JG 300 and flown by Uffz. Paul Lixfeld on home defence duties in November 1944. Many of you will know this machine and its pilot, as Lixfeld looked about 14



This shows you two of the three options offered on this sheet from HAD

years old! The aircraft is fitted with additional side armour and is painted RLM 81/82 over 65 with the armour and patches on the tail and fuselage in RLM 02. The engine cowl ring is RLM 04 and the spinner is black with a white spiral.

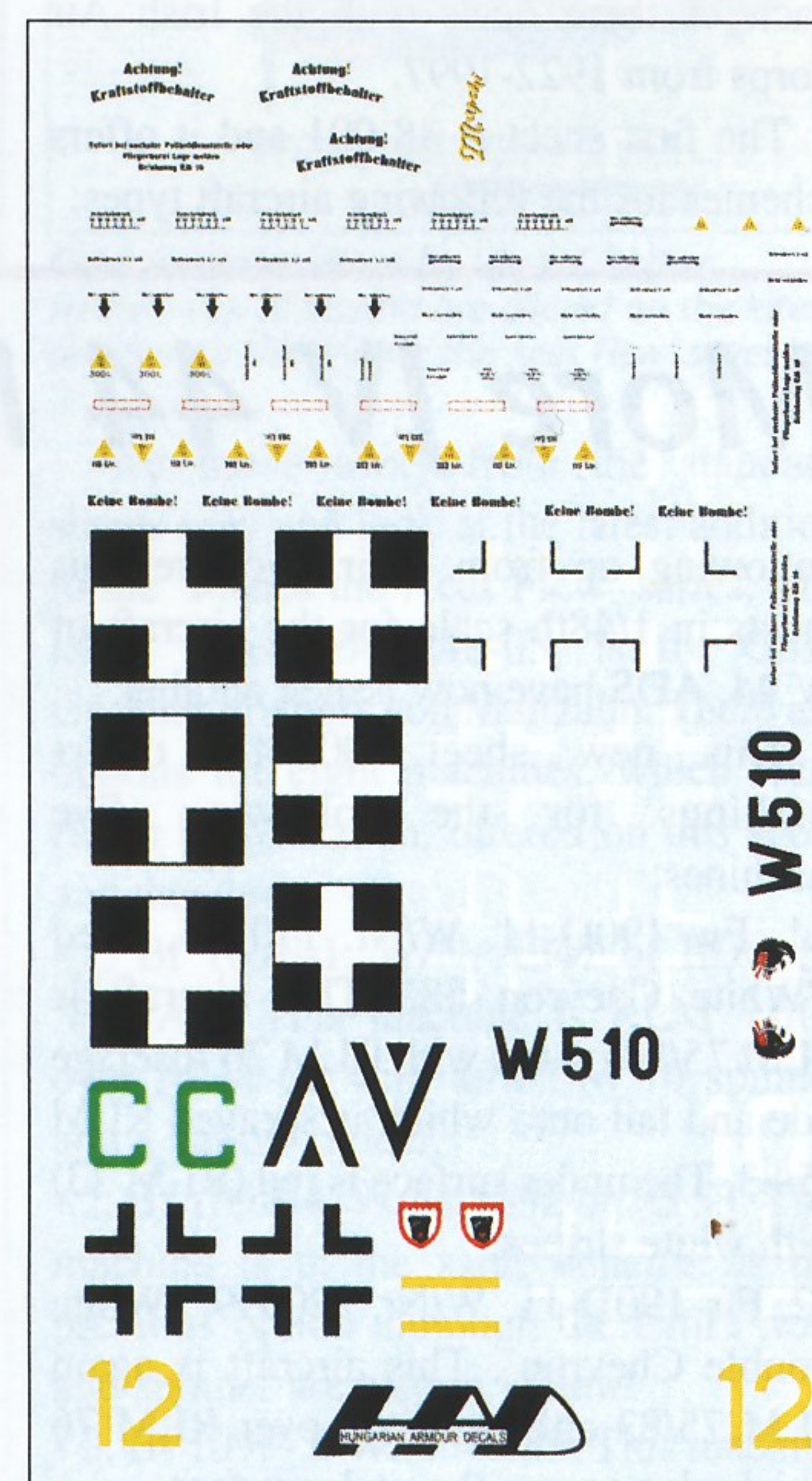
• 3. Fw 190F-8 of 102/2 Close Support Squadron, Hungarian Air Force in the Winter of 1944. This aircraft was flown by Lance Sergeant Ferenc Timler and was once again RLM 81/82 over RLM 76. This machine features the upper colours as a mottle on the fuselage side and tail and the spinner is black with a white spiral.

The decal sheet itself features slightly glossy images with a little bit of carrier

film. This film looks very fine, so be careful how you handle each image. The sheet has sufficient markings for each option although there are no swastikas included. There are also three complete sets of stencils.

Overall this is a neat little package. The subjects, although not unknown, are very interesting. The quality of the instructions and their 'user friendliness' is in doubt. What I found was that the poor copy quality of the instructions, coupled with the rather nondescript shading for each colour made it difficult to determine what colour went where. Also, no upper views are included, so it is left up to you to decide which style of camouflage scheme you apply. Therefore make sure you have some additional reference sources before using this sheet, or be willing to be proved wrong!

This sheet is only one of a number which should be available from Swan by the time these words are read. This example should retail for around £3.70 and the 1/72nd scale versions in the



The quality of the decals themselves is evident here

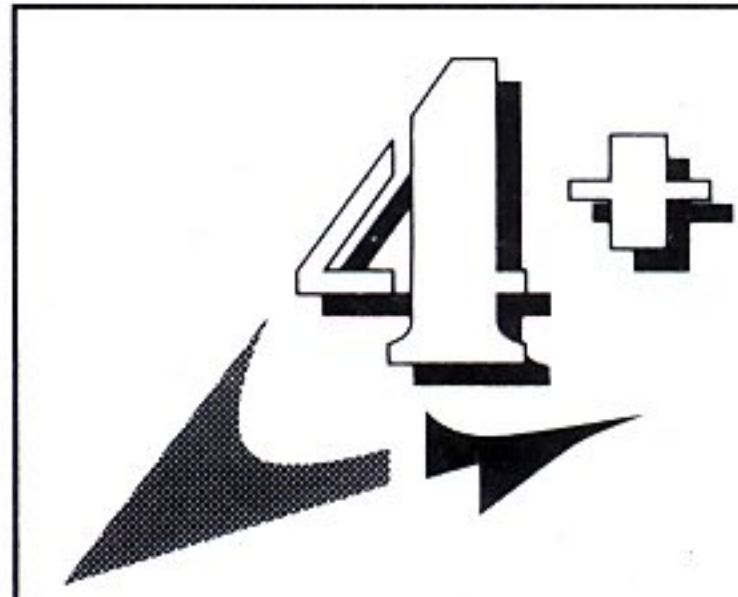
series will be £3.20 each. For more details on this and all other sheets in the range contact Swan on 01492 532101.

My thanks to Swan Model Engineering for the review sample

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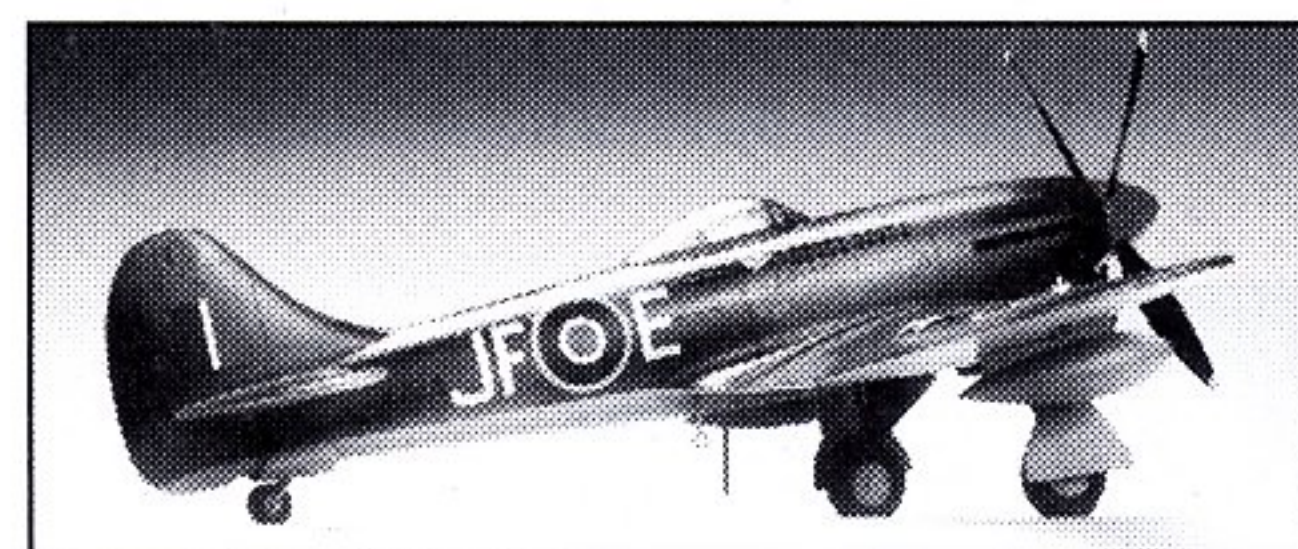
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1/48th

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72-190 A-4M Skyhawk	£5.45
72-191 B-24J Liberator	£8.45
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72-194 Bf-109F2/F4	£5.45
72-195 UH-1B	£5.45
72-196 Ju-87D-5 Stuka	£6.45
72-197 Spitfire Mk.XIV	£5.45
72-198 AH-64A Apache	£5.45
72-199 TBM/TB-1c	£6.45
72-200 Do-217K/N	£6.45
72-201 P-38J	£5.45
72-202 PV-1 Ventura	£8.45
72-203 Su-34	£5.45
72-204 B-29A Superfortress	£8.45
72-205 Ki-45 Toryu/Nick	£6.45
72-207 Hurricane Mk. 1	£5.45
72-208 ACH-47	£6.45
72-209 F4F-4 Wildcat	£6.45
72-210 MH-53E Ext	£6.45
72-211 MH-53E Int	£6.45
72-212 F-105G	£4.45
72-213 A5M-2 Claude	£4.45
72-214 Fiat BR-20	£6.45

72-215 F-86D Sabre Dog	£5.45
72-216 F6F-5	£6.45
72-217 Hurricane Mk11	£5.45
72-218 P1Y Frances	£6.45
48-137 Jaguar A	£6.45
48-138 He 111H Interior	£8.45
48-139 He 111H Exterior	£4.45
48-142 SBD Dauntless	£6.45
48-143 SBD-4 Dauntless Flaps	£6.45
48-144 Avenger TBM-1c Bomb Bay	£6.45
48-145 Avenger TBM-1c Exterior	£6.45
48-146 Avenger TBM-1c Interior	£6.45
48-147 Ju-188E	£6.45
48-148 Ki-61 Hein (Tony)	£5.45
48-150 Su-27 Flankjer B	£6.45
48-151 A-20B/C Havoc	£6.45
48-152 N1K1 George	£5.45
48-153 Me-262A Schwalbe	£6.45
48-154 Fw-190 A3/A4	£6.45
48-155 F-14A Tomcat	£6.45
48-156 S-3A Viking	£6.45
48-157 Mosquito FB.V1	£6.45
48-158 Avia S-199	£5.45
48-159 Horten 1X	£5.45
48-160 AH-64A Apache	£6.45
48-161 F-117A Int	£5.45
48-162 F-117A Ext	£6.45
48-163 MC 202	£6.45
48-164 MC 202 flaps	£4.45
48-165 A-7E Corsair II	£6.45
48-166 Hs-129B	£6.45
48-167 Fw-190D-9	£6.45
48-168 F6F-3 Hellcat	£5.45
48-169 Hurricane Mk.1	£6.45
48-170 Ki-100	£6.45
48-171 Su-27B	£6.45
48-172 A-6E/EA-6A	£6.45
48-173 Su-22M4	£6.56
48-174 P47N Thunderbolt	£6.45
48-175 P-39 Airacobra	£6.45
48-176 A6M-3 Zero	£5.45

48-177 MiG-15 bis\$	£6.45
48-178 F7F-3 Tigercat	£6.45
48-179 Spitfire Mk. XIV	£6.45
48-180 Ka-50 Hokum	£6.45
48-181 F4U-1 Corsair	£6.45
48-182 PBV-5A Catalina	£6.45
48-183 F-100C/D	£6.45
48-184 Ki-46 111 Dinah	£6.45
48-185 F-86F	£5.45
48-186 Typhoon	£5.45
32-001 German Buckles	£3.95
32-003 Hurricane	£3.95
32-004 Fw-190D	£3.95
32-005 Fw-190 flaps	£4.95
32-006 Soviet jet buckles	£3.95
32-007 MiG-29	£3.95
32-008 USAAF Buckles	£3.95
32-009 MiG-29 UB	£4.95
32-010 P-51D Mustang	£4.95
32-011 F6F Hellcat	£3.95
32-012 Bf-109G-6 Int	£6.45
32-013 P-51B Mustang III	£6.45
32-014 Bf-109G-6 Ext	£6.45
32-015 F4F-4 Wildcat	£6.45
32-016 Bell AH-1G Cobra	£6.45
32-017 P-40E Warhawk	£8.45
32-018 A6M Zero	£8.45
32-019 Bf-110G-4	£6.45
32-020 Bf-110G-4	£6.45
32-021 F4U-1D	£8.45
32-022 ME-262A interior	£8.45
32-023 ME-262A exterior	£6.45
32-024 F-4F Phantom Int	£6.45
32-025 F-4F Phantom ext	£8.45
32-026 F6F-5E Hellcat	£8.45
32-027 F-86F Sabre int	£6.45
32-028 F-86F Sabre ext	£6.45
32-029 Spitfire Mk. V. int	£6.45
32-030 Spitfire Mk. V. ext	£6.45

Kits 1/72nd UK:- 1 kit 60p, 2 kits £1.20, 3 kits or more, post free. Kits 1/48th UK:- 1 kit £1.00, 2 kits £2.00, 3 kits or more, post free. EEC, all kits by Credit Card at cost, otherwise 10% of order. Other countries, at cost by Credit Card, otherwise 15% of order. N.B. brass sets and decals are sent post free when ordered with kits.

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In the course of the Defence Air Exercises of 1930, the Royal Air Force (RAF) found out, to its dismay, that the recently adopted Bristol Bulldog proved to be some 10mph slower than the Hart bomber, another newcomer to its ranks. Harts went through their assigned tasks without any disturbance from 'defending' fighters. The only answer, it seemed, was in a 'Hart fighter' – but Hawker had more than that waiting in its stables to be unleashed.

In 1927, the Hart was born around the Rolls-Royce F.XI in-line engine, with a light fighter version being developed in parallel. A most important aspect of the new Hawker concept incorporated a co-ordination in sub-assembly designs with a high percentage of commonality. Thus a family of aircraft could be built to suit any specification, in minimum time and with little modification. This family grew to incorporate such names as the Hind, Hardy, Demon, Osprey, Nimrod; and not only for the RAF but also for Army Co-operation and Fleet Air Arm.

Though Sydney Camm's Hawfinch failed against the Bristol Bulldog to obtain service orders, he went ahead with the development of a fighter aircraft



Spanish Fury 4-3, the last of three examples for the Republican Air Force, just before delivery to Guadalajara, a week before the Spanish Civil War broke out
(Hawker Aircraft)

BORN WITH A STING The Hawker Fury

based on Specification F.20/27. Powered by a Mercury radial, J9123 proved improvement in performance would be negligible with such a bulky engine. The design, however, could very easily be converted to take the Rolls-Royce F.XIA in a redesigned, pointed and superbly aerodynamic nose section, and Camm convinced Hawker's management to persevere with this fighter as a private venture, choosing 'Hornet' as its name.

Hart and Hornet created quite a stir when exhibited at the 1929 Olympia Aero Show, together with another stablemate, the radial-engined Tomtit trainer. The Hornet had flown for the first time at Brooklands in March of that year, piloted by Flt Lt P.W.S. 'George' Bulman originally fitted with a 420hp F.XIA engine. On receipt of its official registration as J9682 for service evaluation trials, the Hornet received an F.XIS engine of 480hp.

Renamed Fury (the Mark number 'I' was not used until the appearance of the Mark II), J9682 created quite a sensation,

During the 'twenties and 'thirties, HG Hawker Engineering Co. Ltd embarked on a design programme for a series of aircraft unlike anything that had appeared up to that time. They were sheer beauty to behold, clean and aesthetically pleasing, marking the epitome of biplane aerodynamics. But their common bond was an in-line engine which was to revolutionise the aviation industry of the period. With the first product, the Hawker Hart, Sydney Camm created a dilemma in Royal Air Force circles – the only way to catch a Hart bomber was... using another Hart, or a close relative! This is how the Fury came about, the slimmest and most graceful of all the series of biplanes designed by Hawkers' between the wars. Richard J. Caruana describes and illustrates this wonderful flying machine.

not only for the wonderful performance figures it chalked at Martlesham trials but also for its design concept, such as its fabricated steel and aluminium tubular structure for the fuselage and the dumb-bell wing spars which were to remain Hawker trademarks even on the RAF's

first monoplane, the Hurricane. The unequal span, single-bay wings incorporated considerable stagger. A Vee-type cross-axle undercarriage was equipped with oleo-rubber shock absorbers, while a pair of Vickers 0.303in (7.62mm) machine guns with 600 rounds

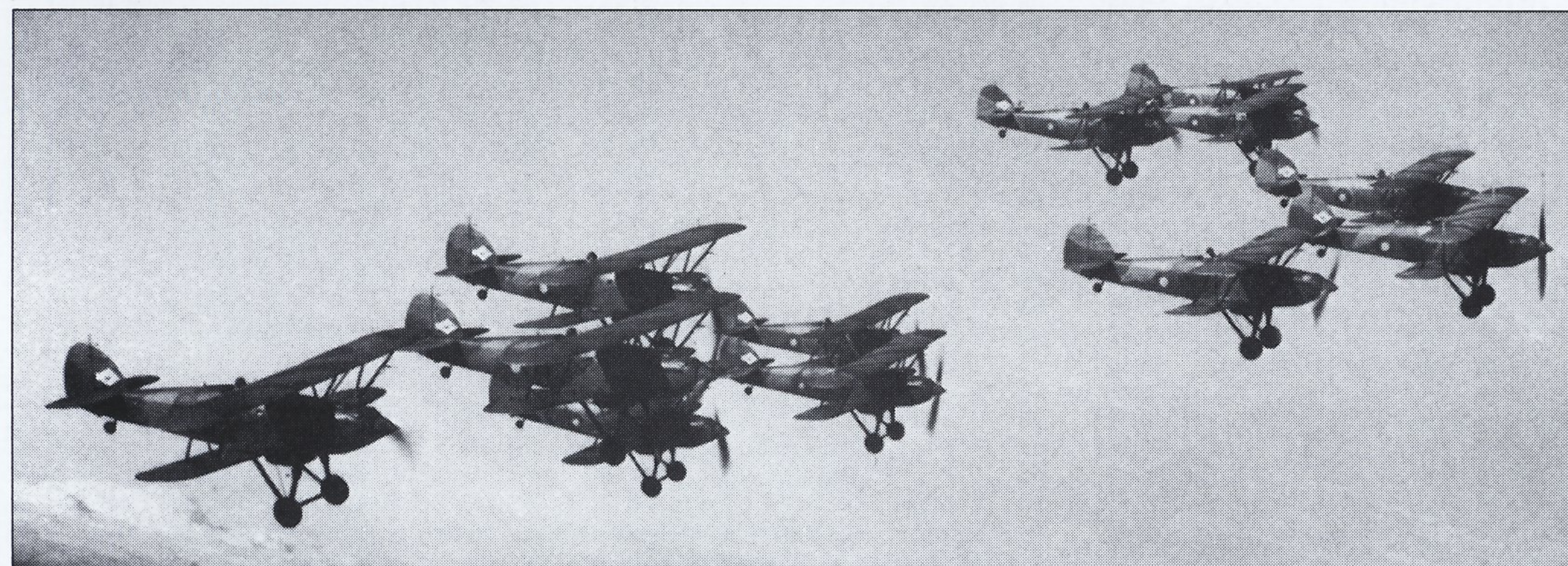
per gun were mounted on the upper front fuselage, firing through the propeller arc. The engine, now named Kestrel IIS, was supercharged to provide 525bhp at 14,000ft, and drove a wooden two-bladed, fixed-pitch Watts propeller.

In this guise, the Fury prototype surpassed with ease the 'magic' 200mph barrier, a top speed of 207mph being clocked at 14,000ft; 10,000ft were reached in just over five minutes. All this was complemented by a fast rate of roll and extremely light controls. Such a wonderful machine, one would have argued, would have been taken up without reservations by any air force. But the RAF had just heavily committed itself on the Bulldog, and at a cost of nearly £4,000 apiece the Fury was an expensive proposition. Economic problems of the period prompted prudent defence spending, if not outright budget cuts.

Into Service

The Air Staff rightly considered that it could not possibly ignore such an advanced aircraft as the Fury, and Air Ministry Specification 13/30 was written around the original Hornet airframe together with an order for just enough Furies to make up three RAF Squadrons which were to be considered as the service's elite corps. On March 25, 1931 – barely a year since the Hornet's appearance – the first production Fury (K1926) was taken up for its maiden flight by P.E.G. 'Gerry' Sayer. In the meantime, tooling was at an advanced stage at Brooklands and Kingston where all the production was to take place.

Within three weeks, all 21 examples (K1926-1946) of the first contract (40559/30 of August, 1930) had been flown and tested, three of these being



Fury Is of N° 43 Squadron RAF wearing Munich Crisis camouflage in October 1938, up for a training sortie from their base in Tangmere (RJ Caruana Archive)

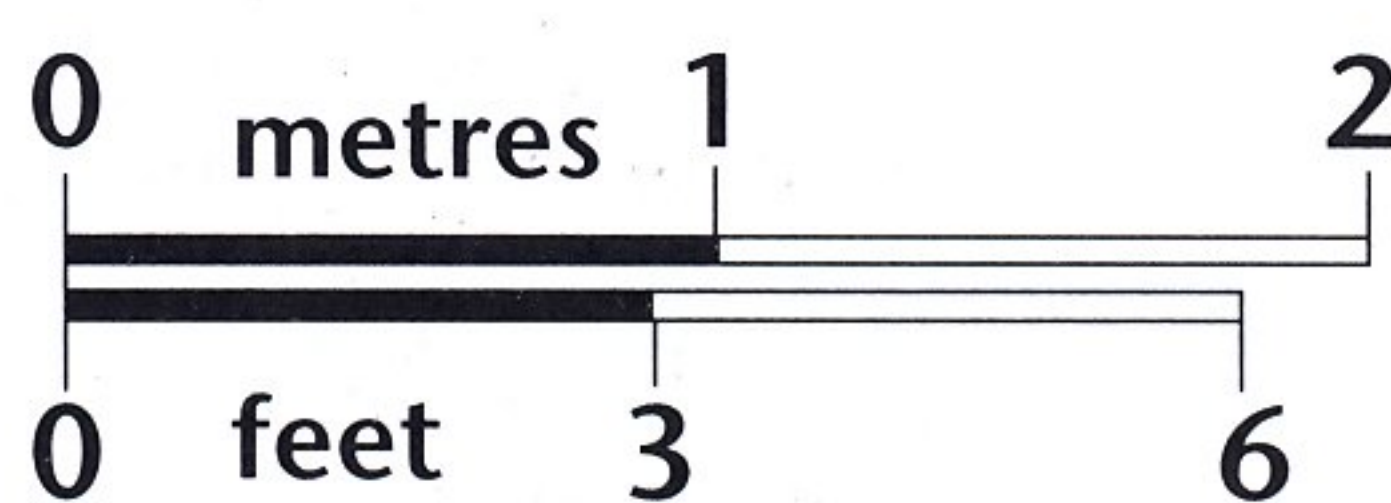
HAWKER *Fury* Scale Plans

HAWKER FURY I
Underside Plan

*Underside
intake on
Fury II only*

HAWKER FURY I & II
Upper Plan

DRAWINGS BY
RICHARD J. CARUANA
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**HAWKER FURY I
Starboard Profile**

**HAWKER FURY I
Port Profile**

*Undercarriage shown
in fully extended,
flying position*

*Loaded,
ground line*

**HAWKER FURY II
Port Profile**

*Wheel spats could
sometimes be
omitted*

**HAWKER "SPANISH" FURY
Port Profile**

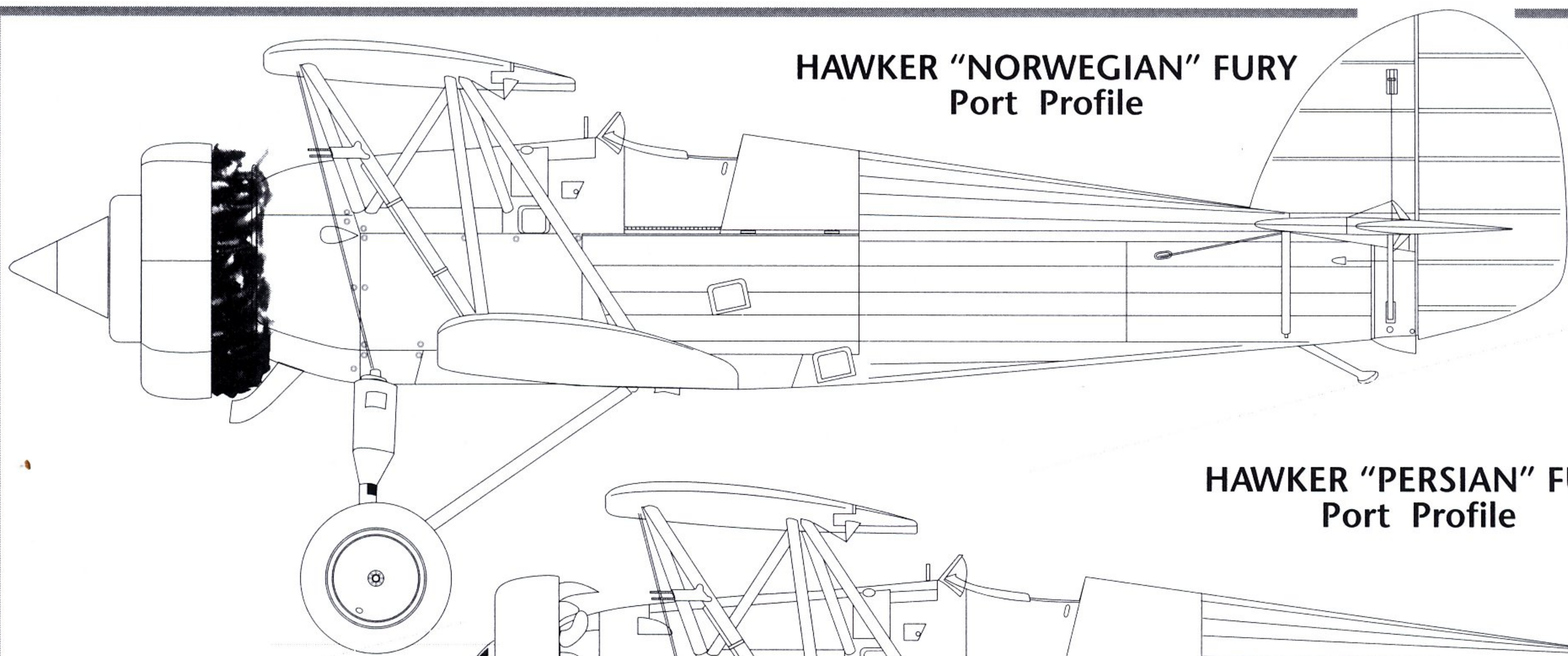
**DRAWINGS BY
RICHARD J. CARUANA
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*Cantilever
undercarriage
with internally
sprung Dowty
wheels*

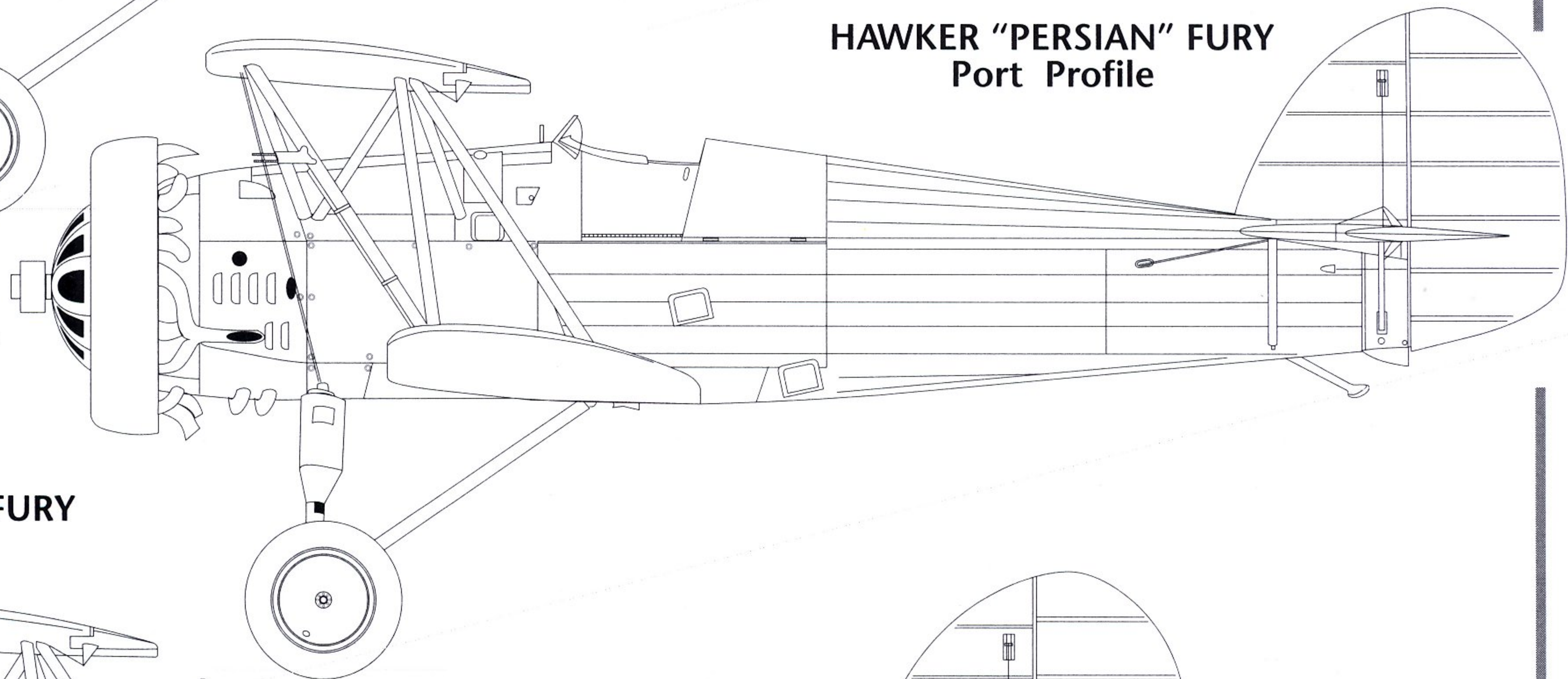
0 metres 1 2
0 feet 3 6

**HAWKER "YUGOSLAV" FURY
Port Profile**

HAWKER "NORWEGIAN" FURY
Port Profile

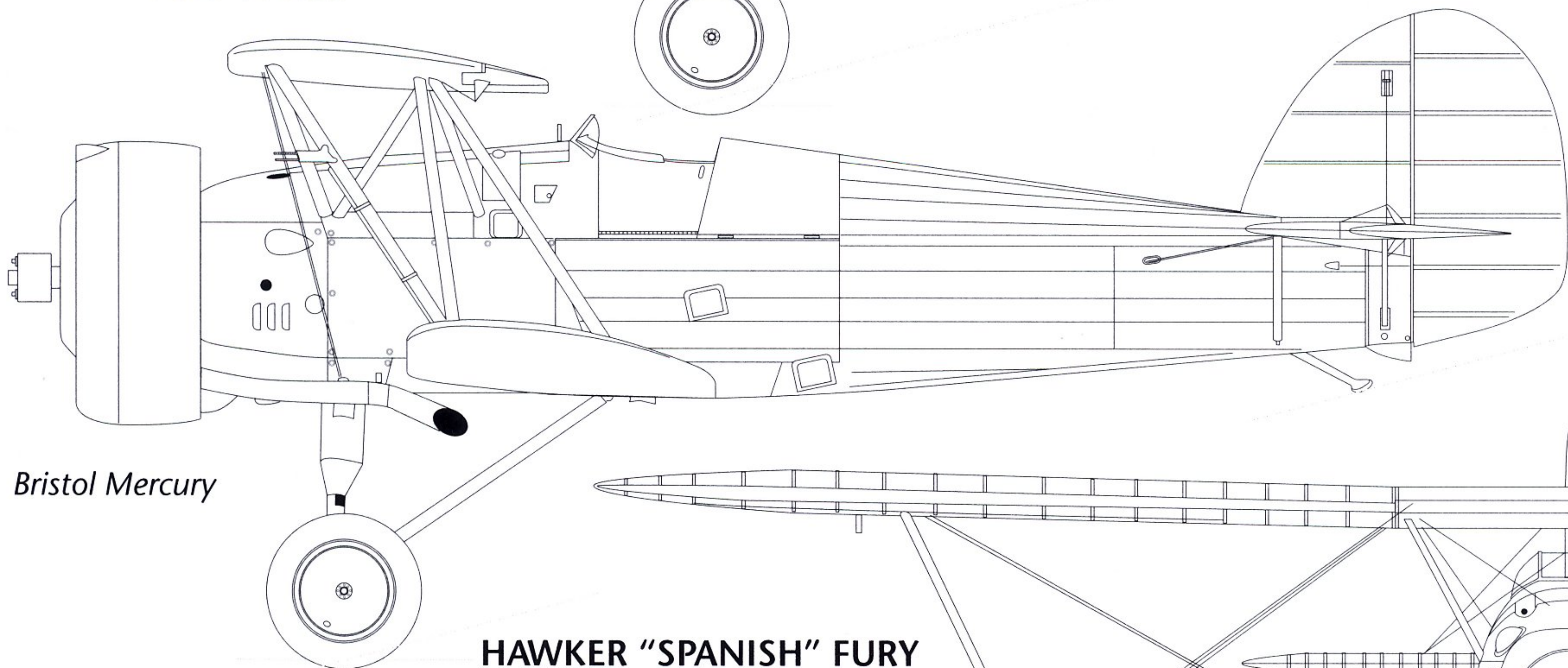


HAWKER "PERSIAN" FURY
Port Profile



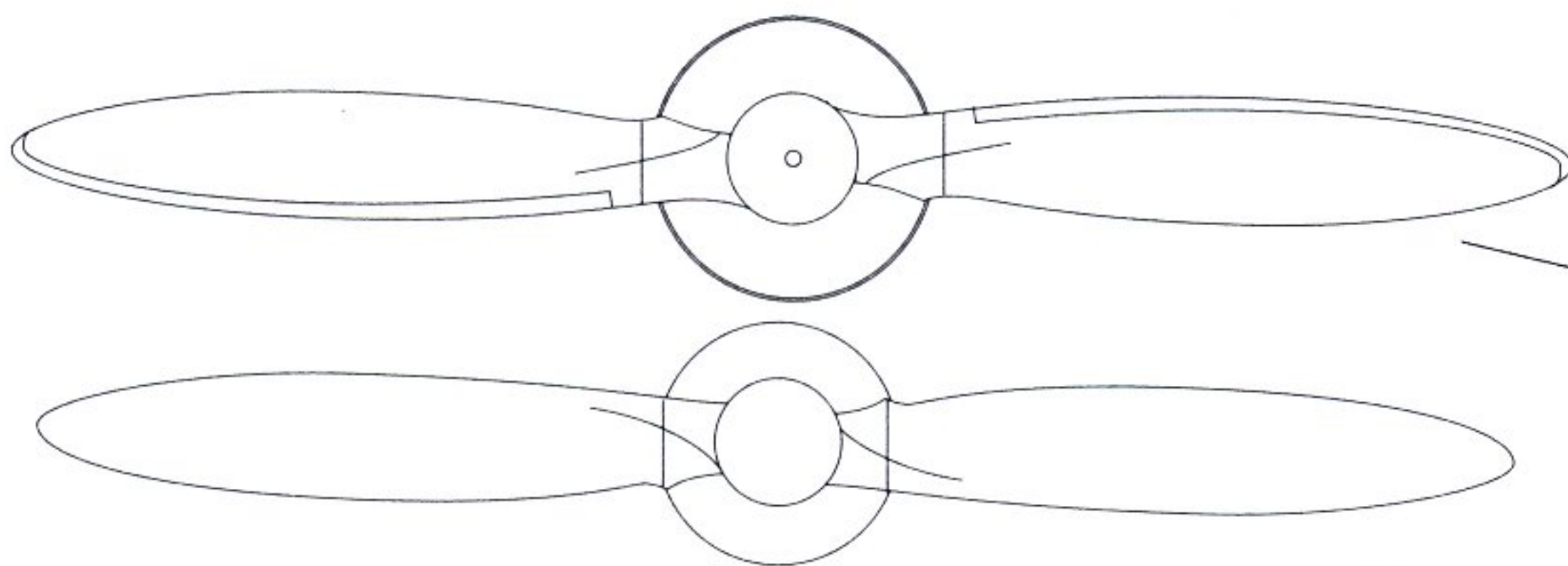
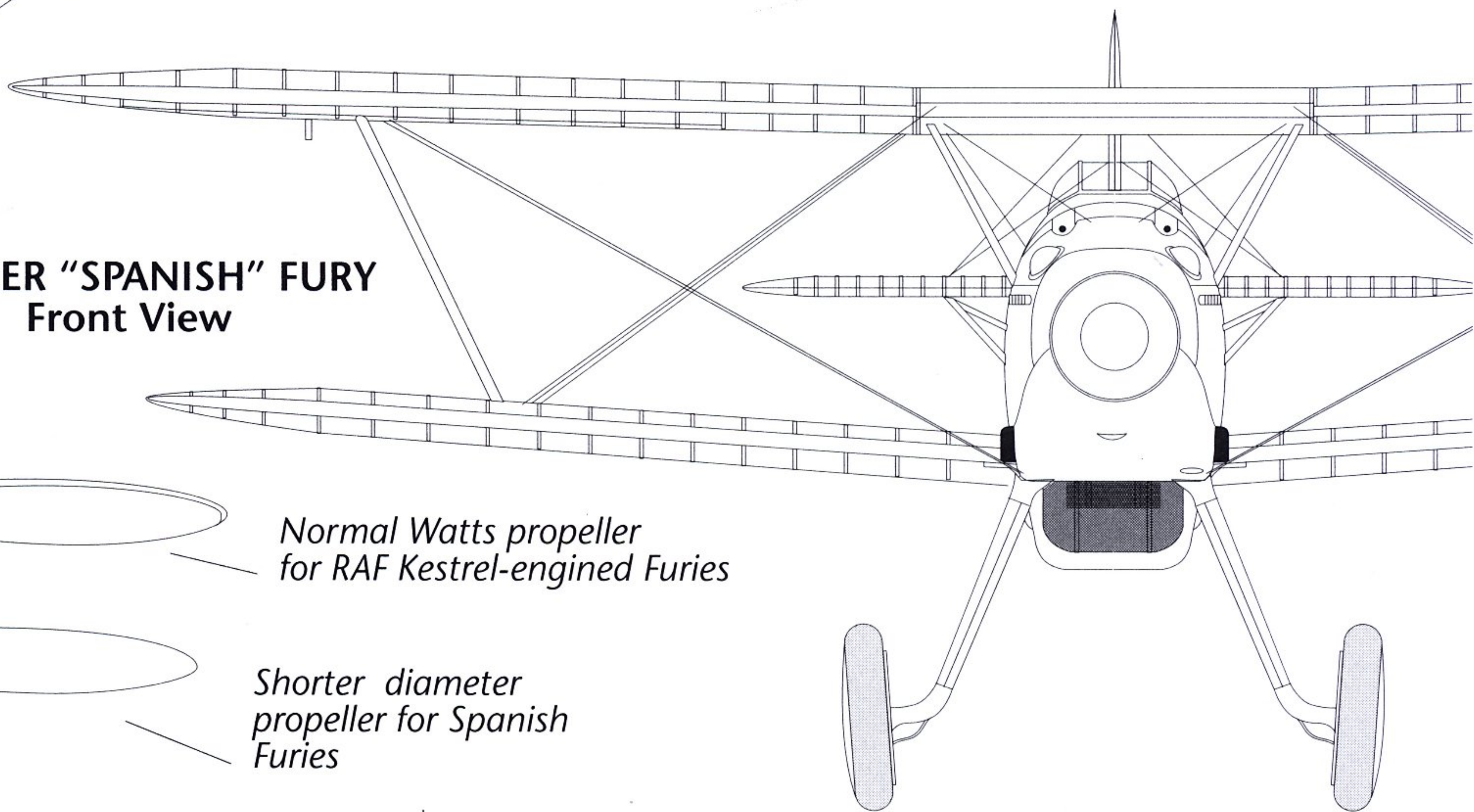
*Pratt & Whitney
Hornet radial*

HAWKER "PERSIAN" FURY
Port Profile



Bristol Mercury

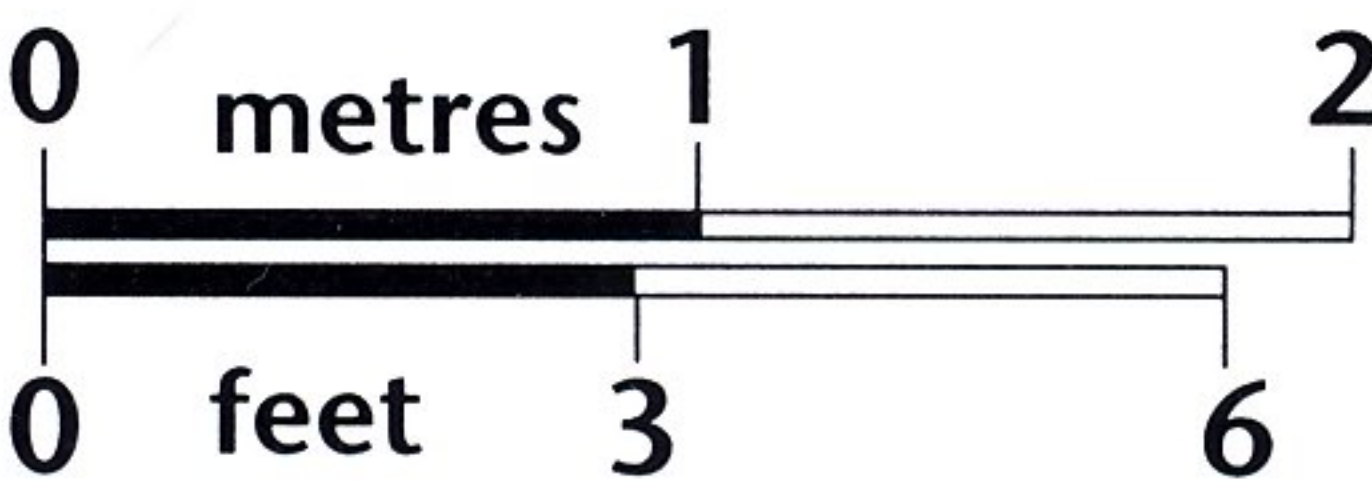
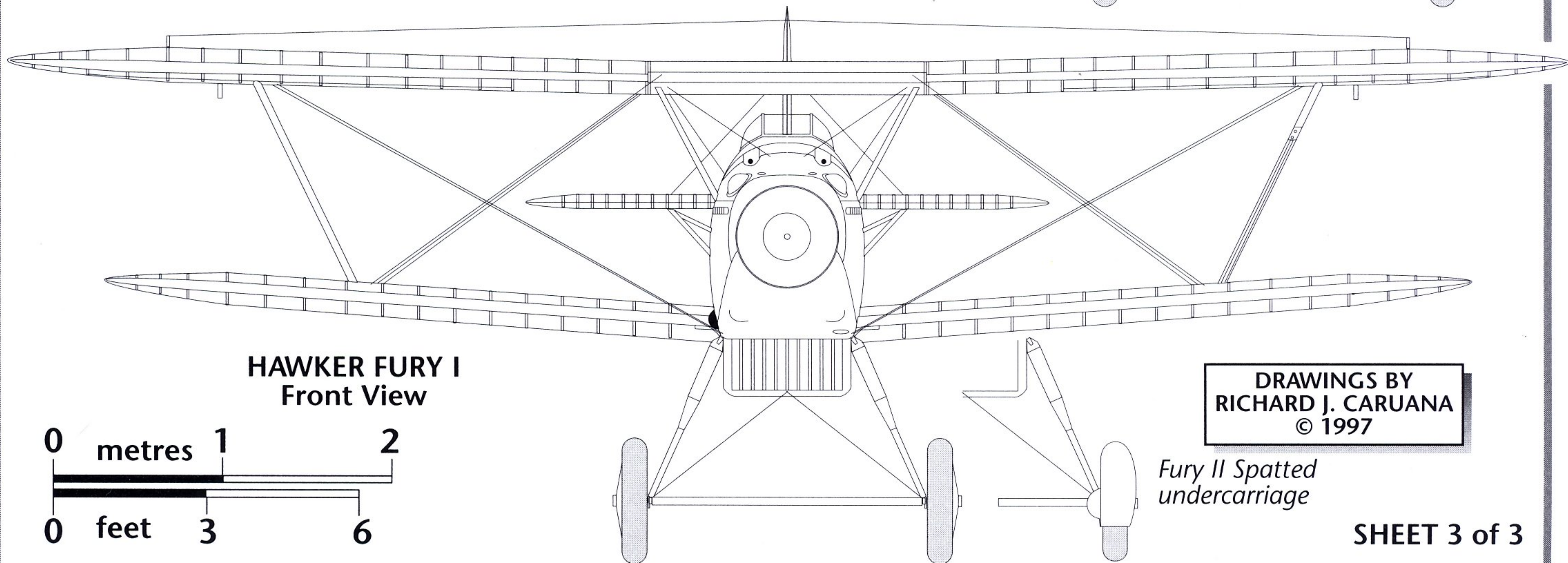
HAWKER "SPANISH" FURY
Front View



*Normal Watts propeller
for RAF Kestrel-engined Furies*

*Shorter diameter
propeller for Spanish
Furies*

HAWKER FURY I
Front View



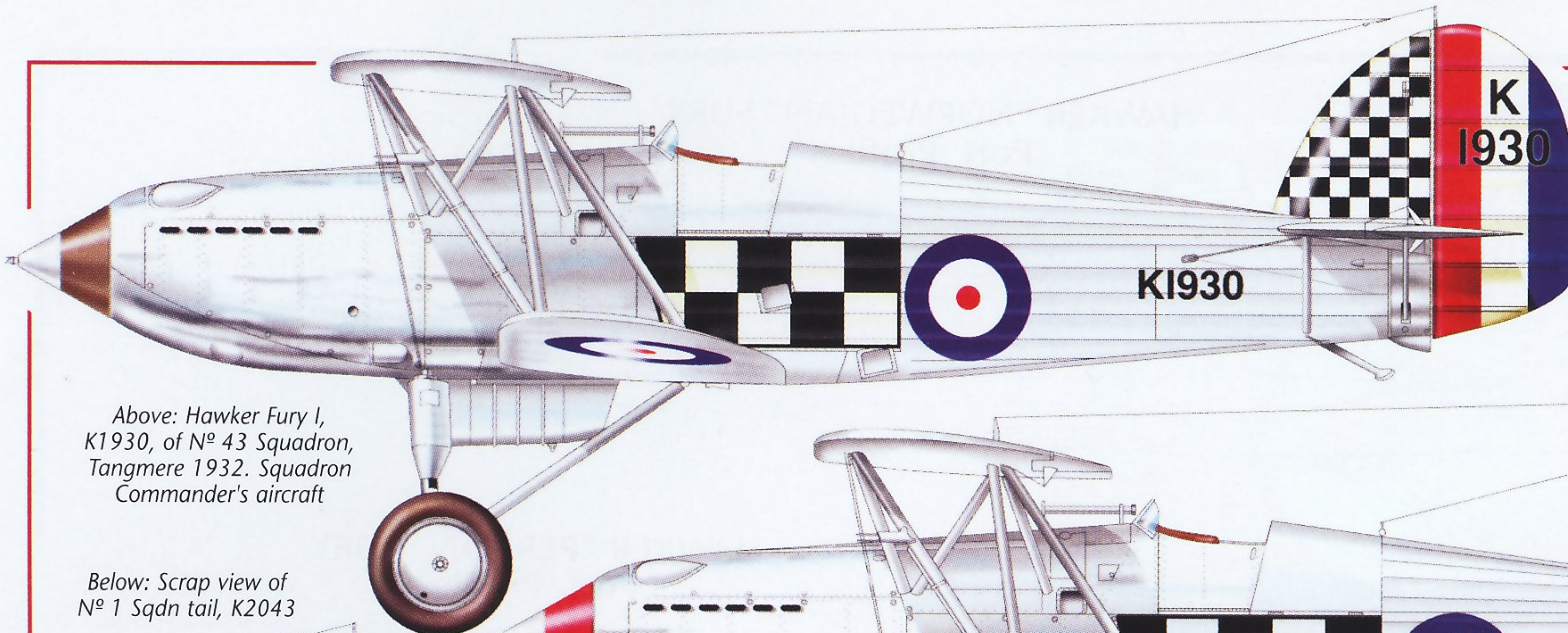
**DRAWINGS BY
RICHARD J. CARUANA
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*Fury II Spatted
undercarriage*

Hawker Fury Colour Schemes

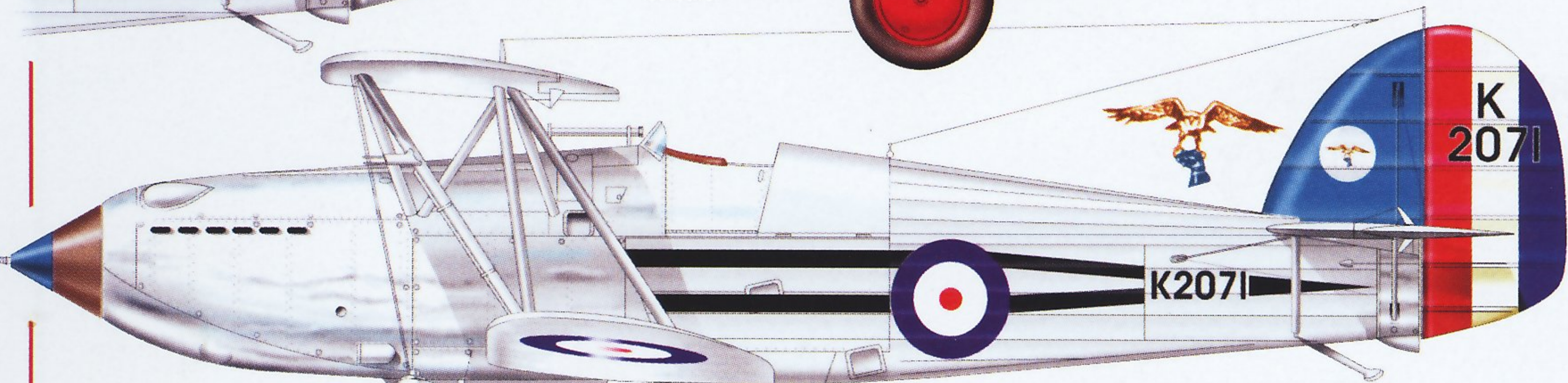
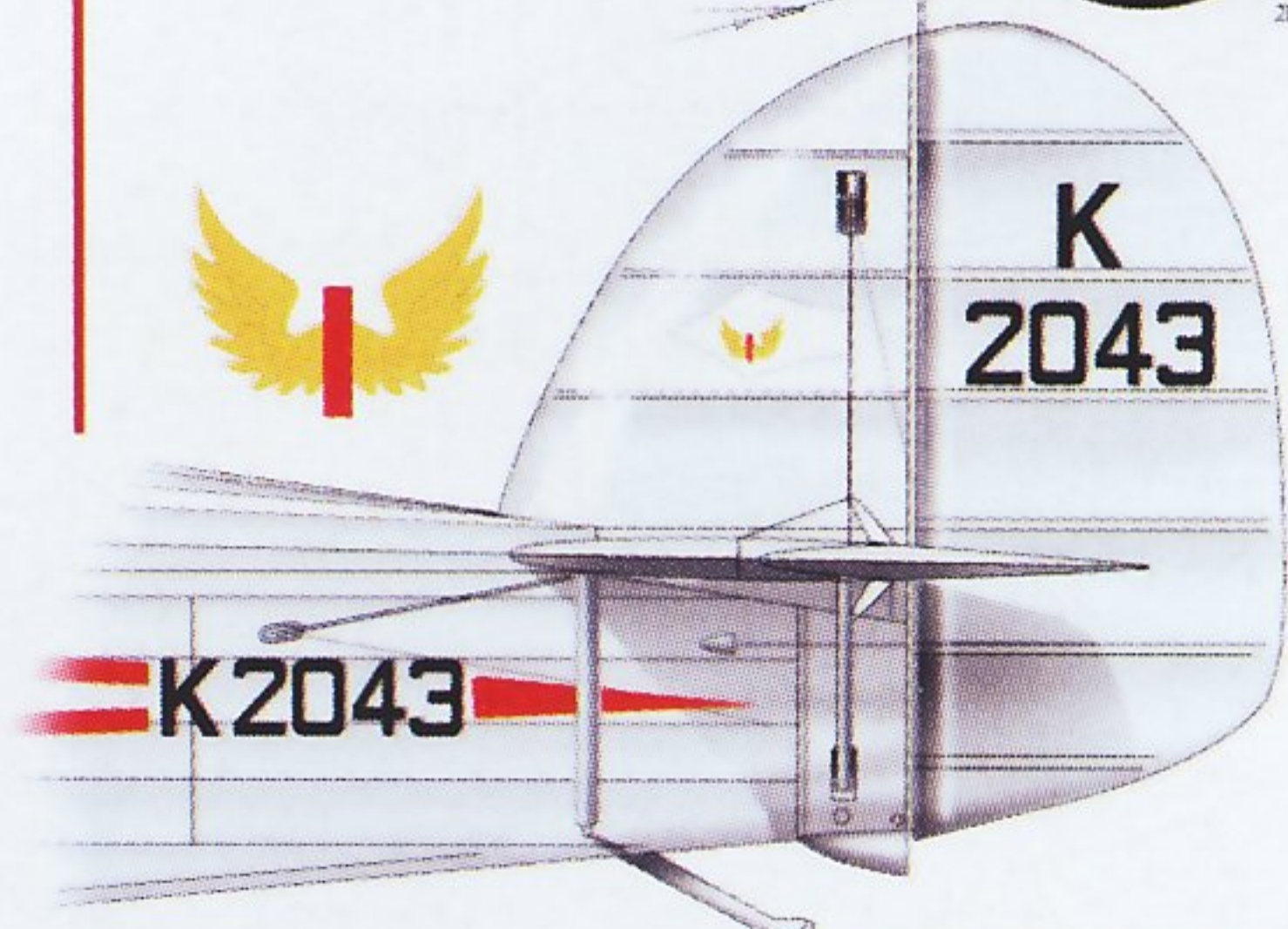
Above: Hawker Fury I, K1930, of N° 43 Squadron, Tangmere 1932. Squadron Commander's aircraft

Below: Scrap view of N° 1 Sqn tail, K2043



Below: Hawker Fury I, K2071, of N° 25 Squadron in Flight Commander's colours

Above: Hawker Fury I, K1942, of N° 43 Squadron, 1935. Note that the silver of the fabric replaces the white in the fuselage chequered bar; rudder stripes eliminated after 1934

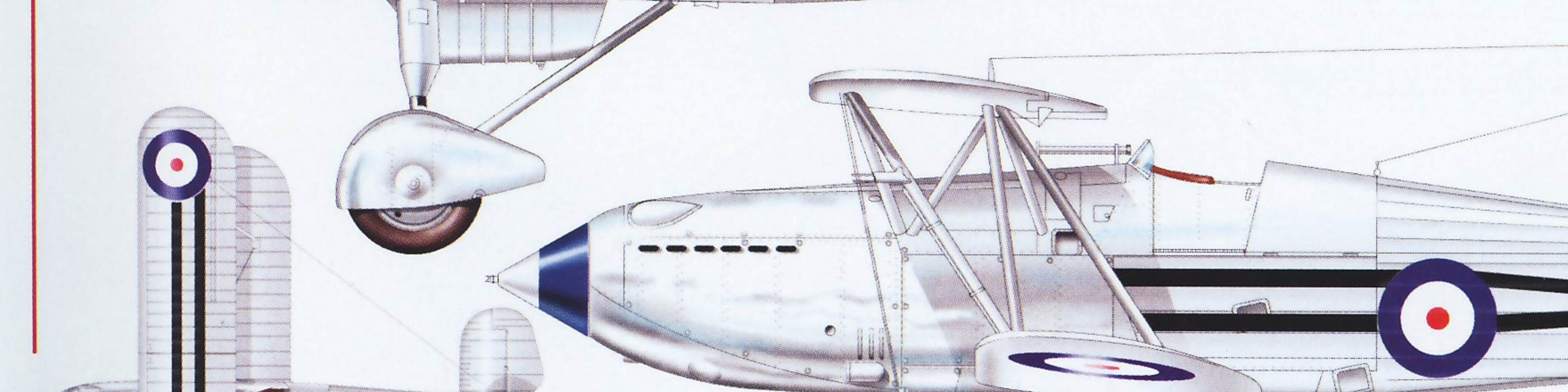
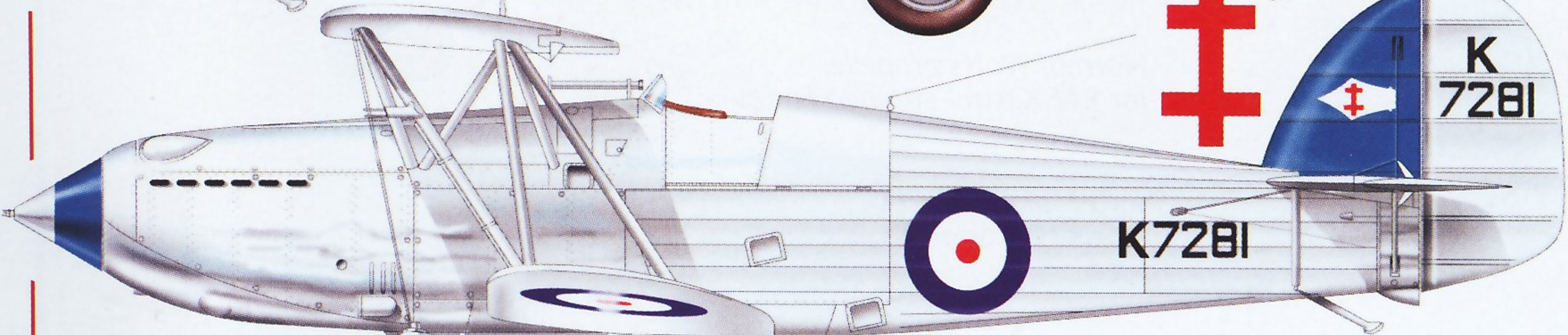
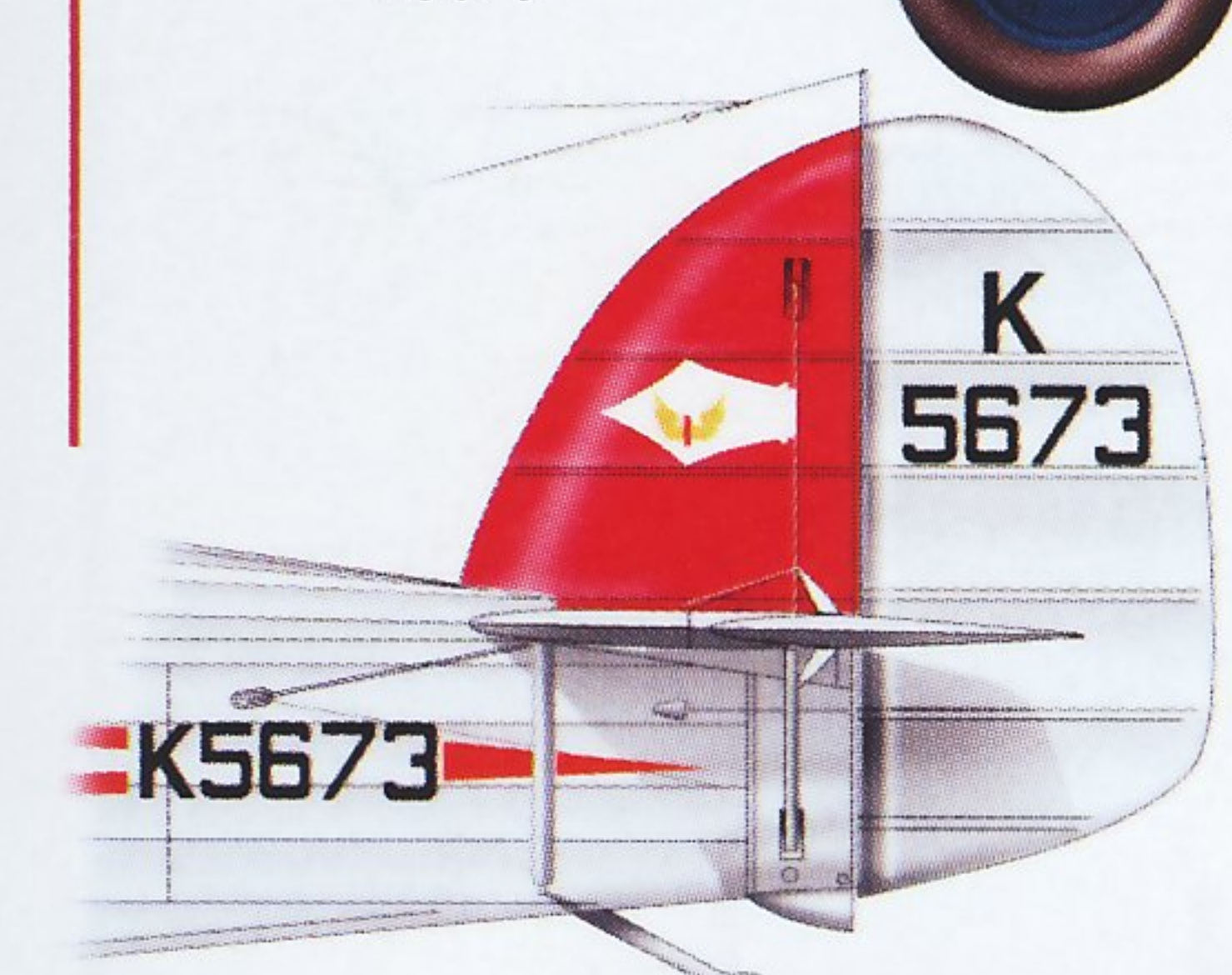


Below: Scrap view of 'A' Flight Commander's aircraft, N° 1 Sqn, K5673

Above: Hawker Fury I, K2048, of N° 1 Squadron, 'A' Flight Commander's aircraft, carrying the Squadron Leader Pennant on the fin

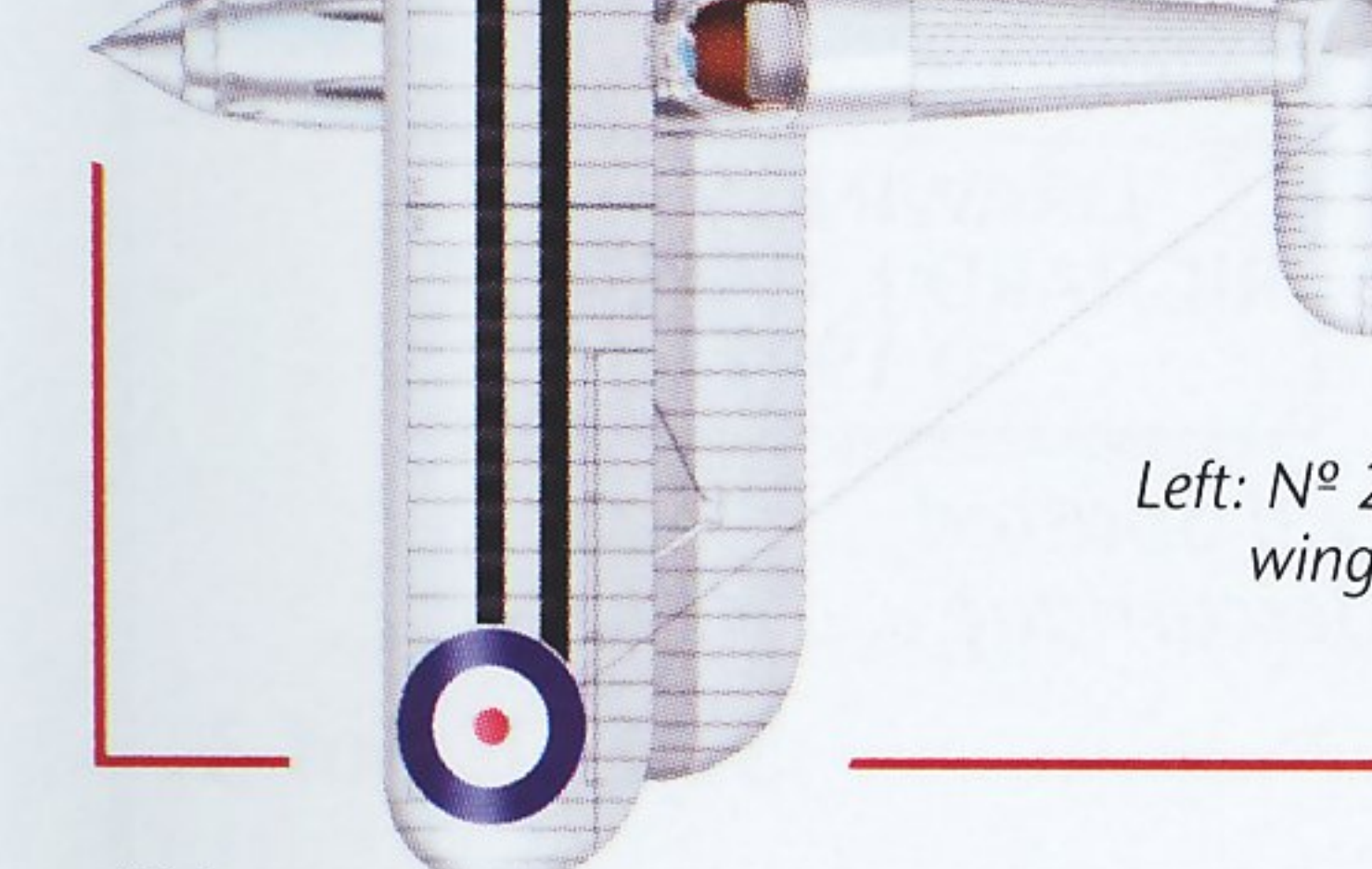
Below: Hawker Fury II, K7281, of N° 41 Squadron, C Flight, 1937

Right: Upper & lower wing markings, N° 1 Squadron



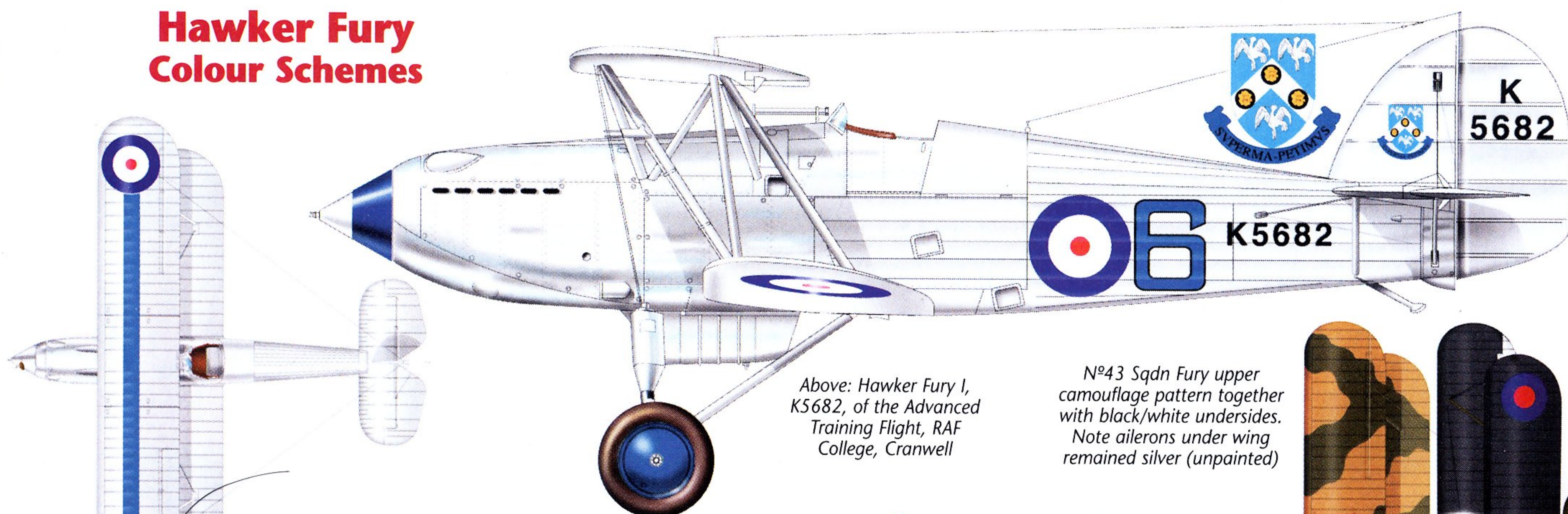
Hawker Fury II, K7264, of N° 25 Squadron in the final style of markings on silver-doped aircraft

Left: N° 25 Sqn upper wing markings



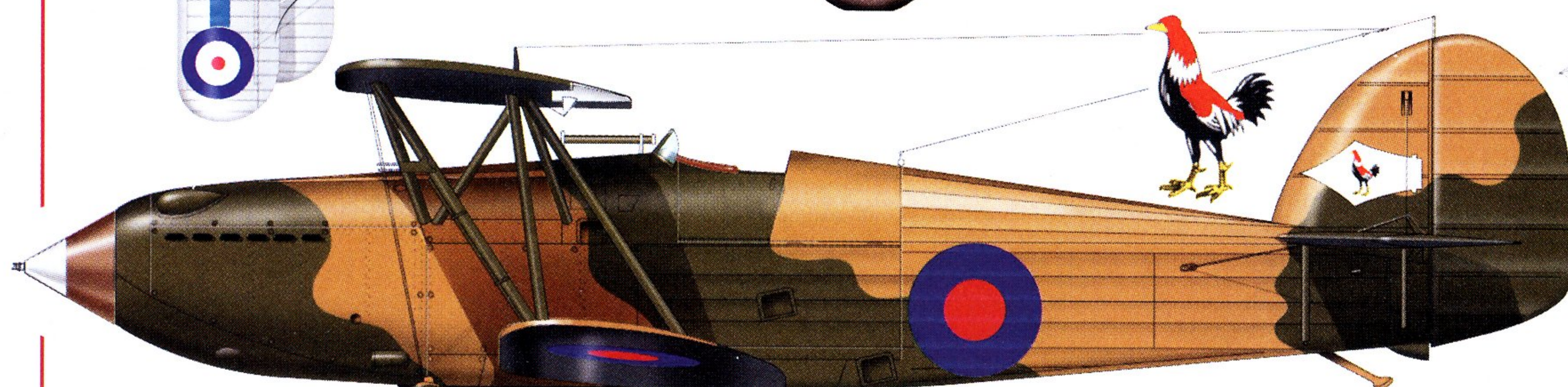
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Hawker Fury Colour Schemes

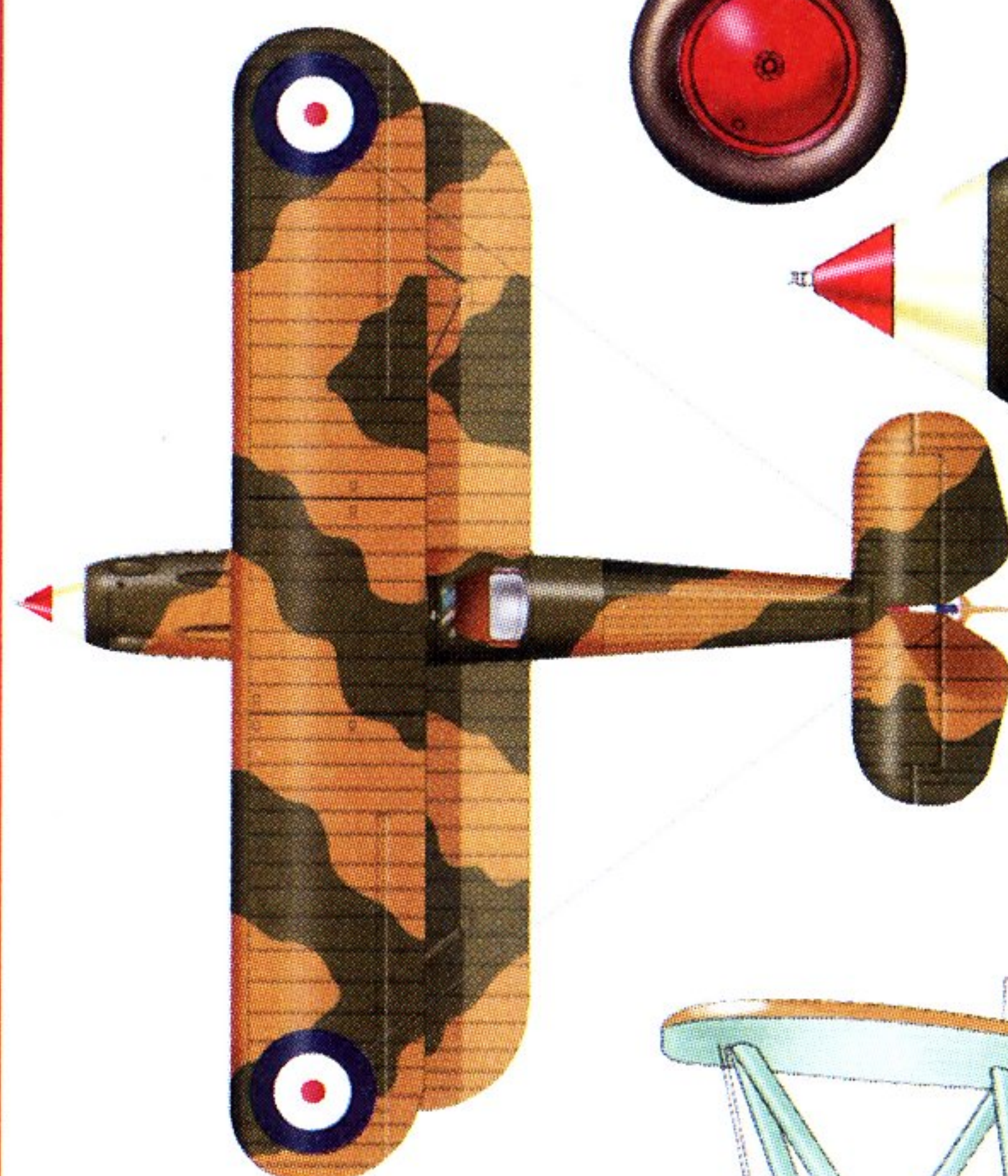
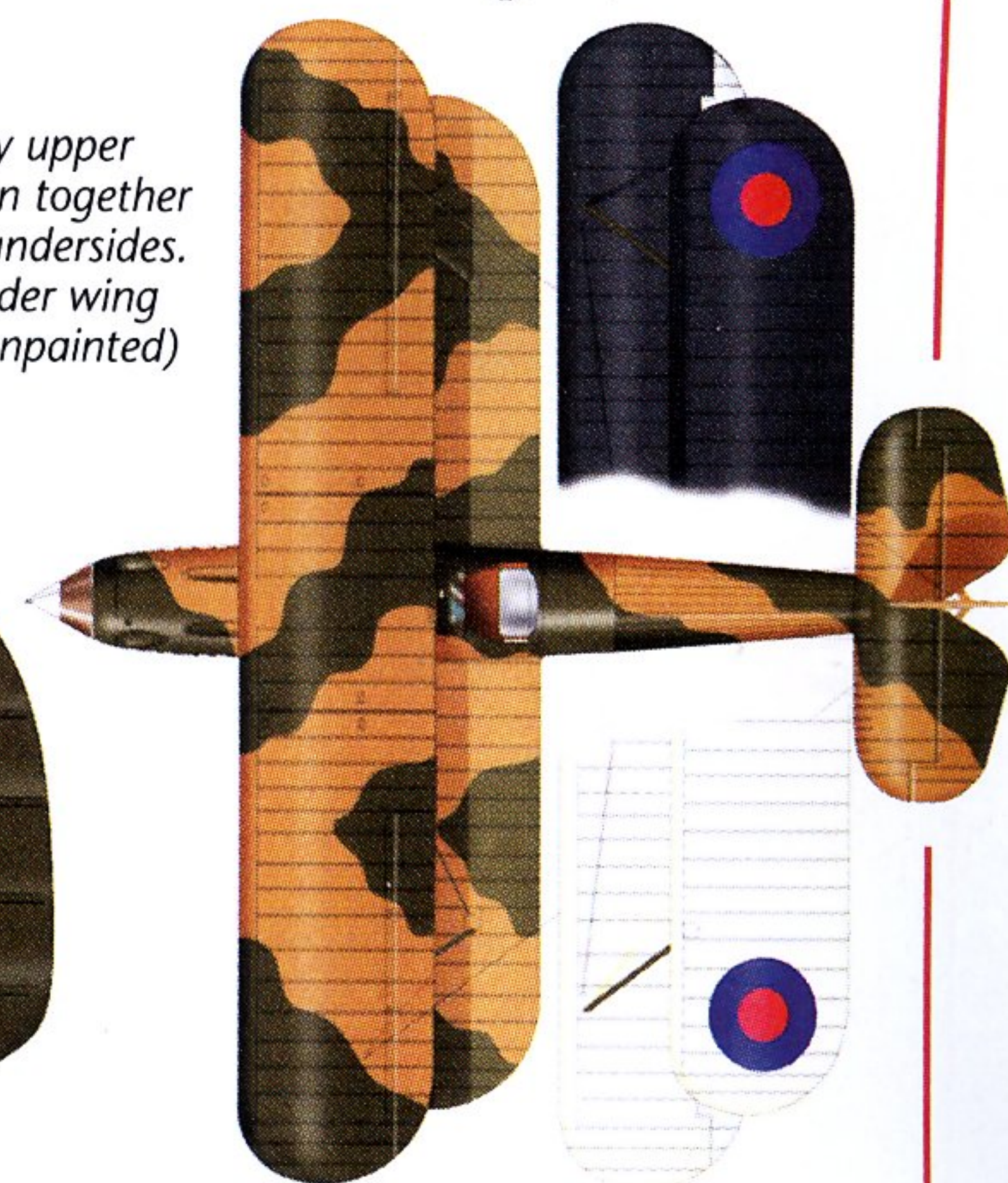


Above: Hawker Fury I, K5682, of the Advanced Training Flight, RAF College, Cranwell

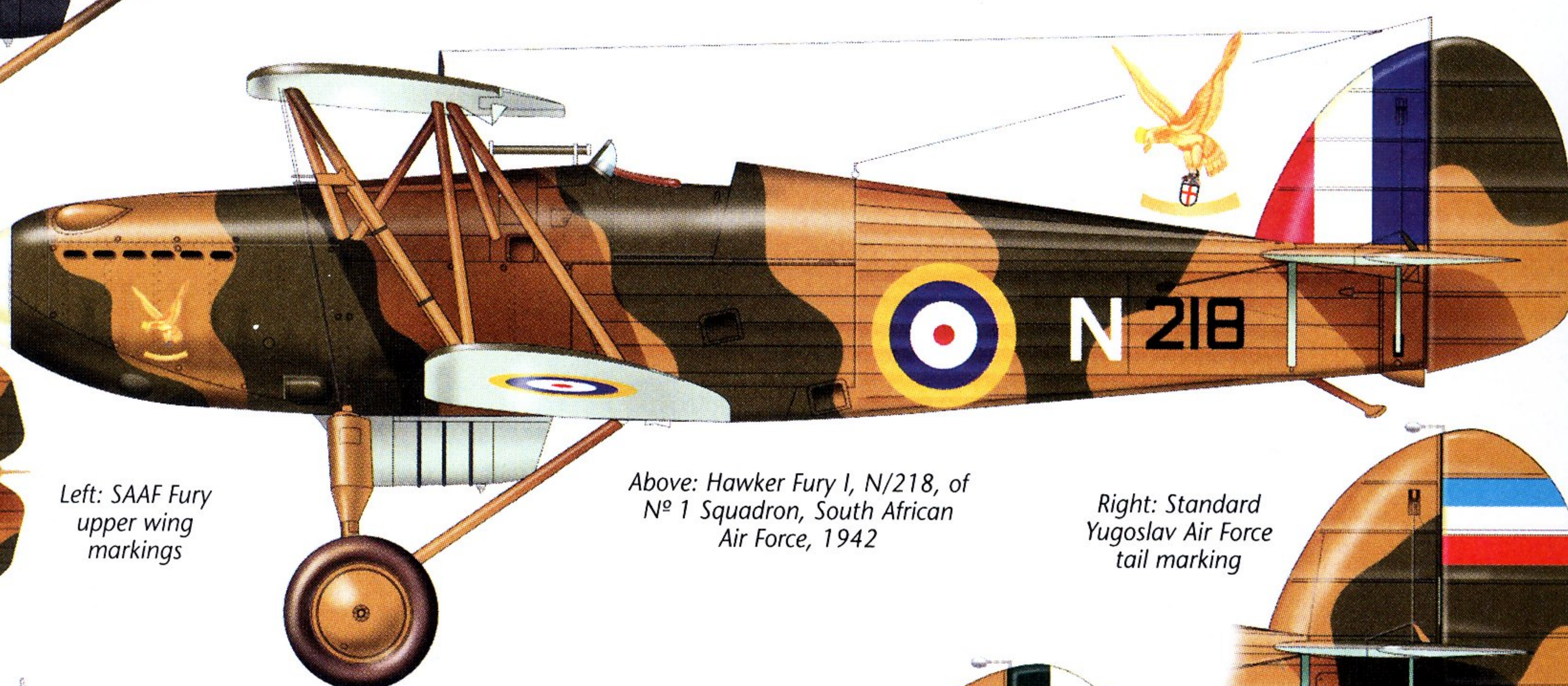
Nº43 Sqdn Fury upper camouflage pattern together with black/white undersides. Note ailerons under wing remained silver (unpainted)



Right: Hawker Fury I, of Nº 43 Squadron, camouflaged during the Munich Crisis, September 1938

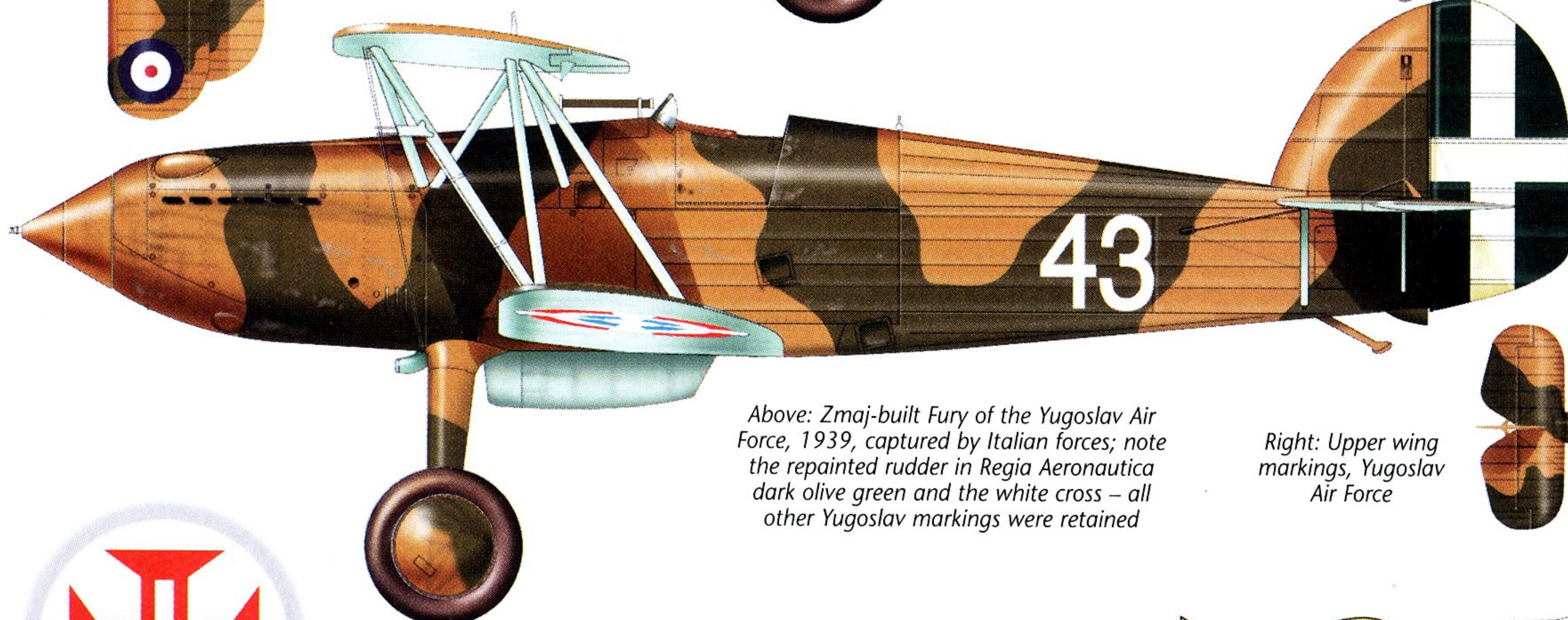
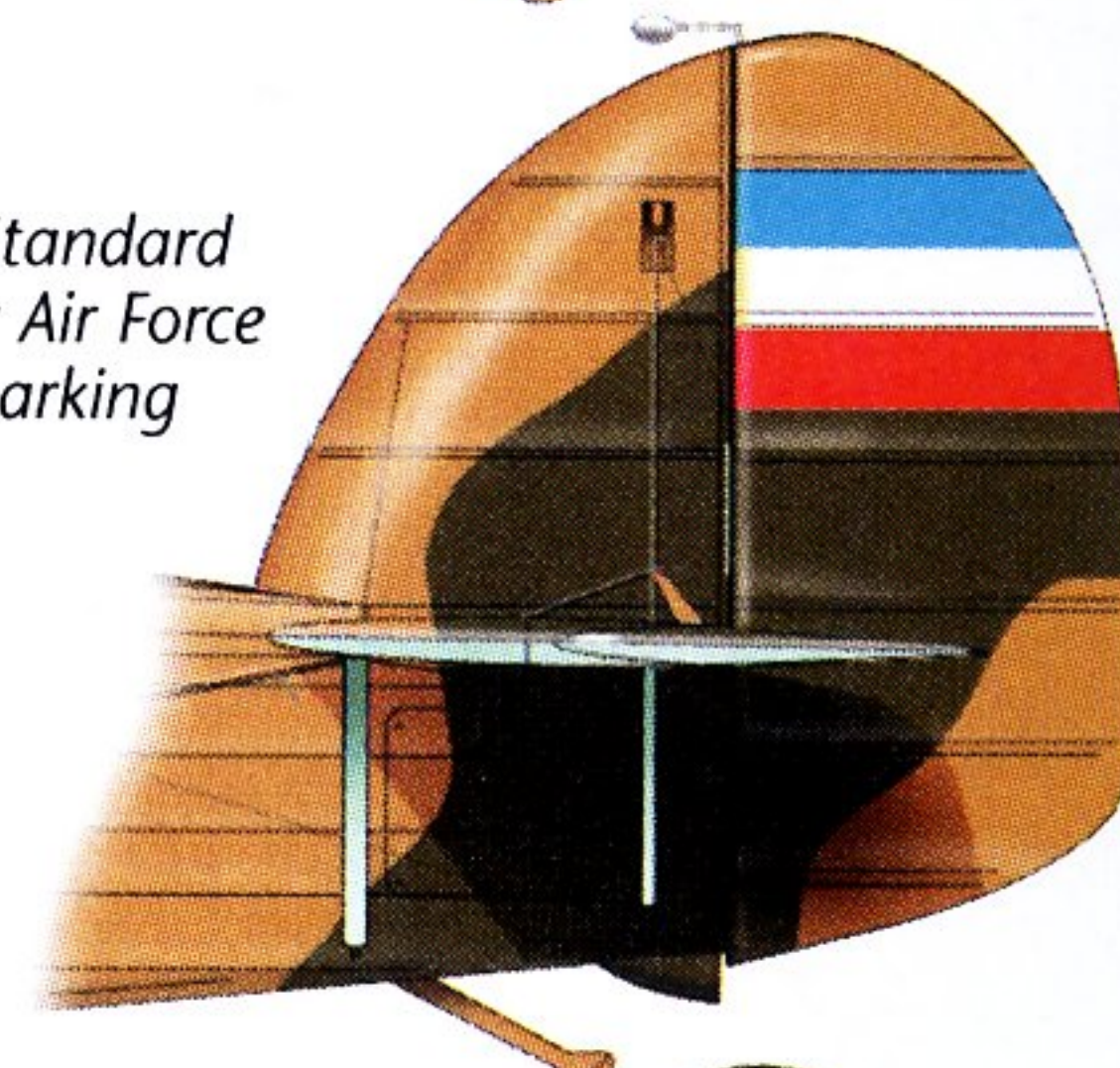


Left: SAAF Fury upper wing markings



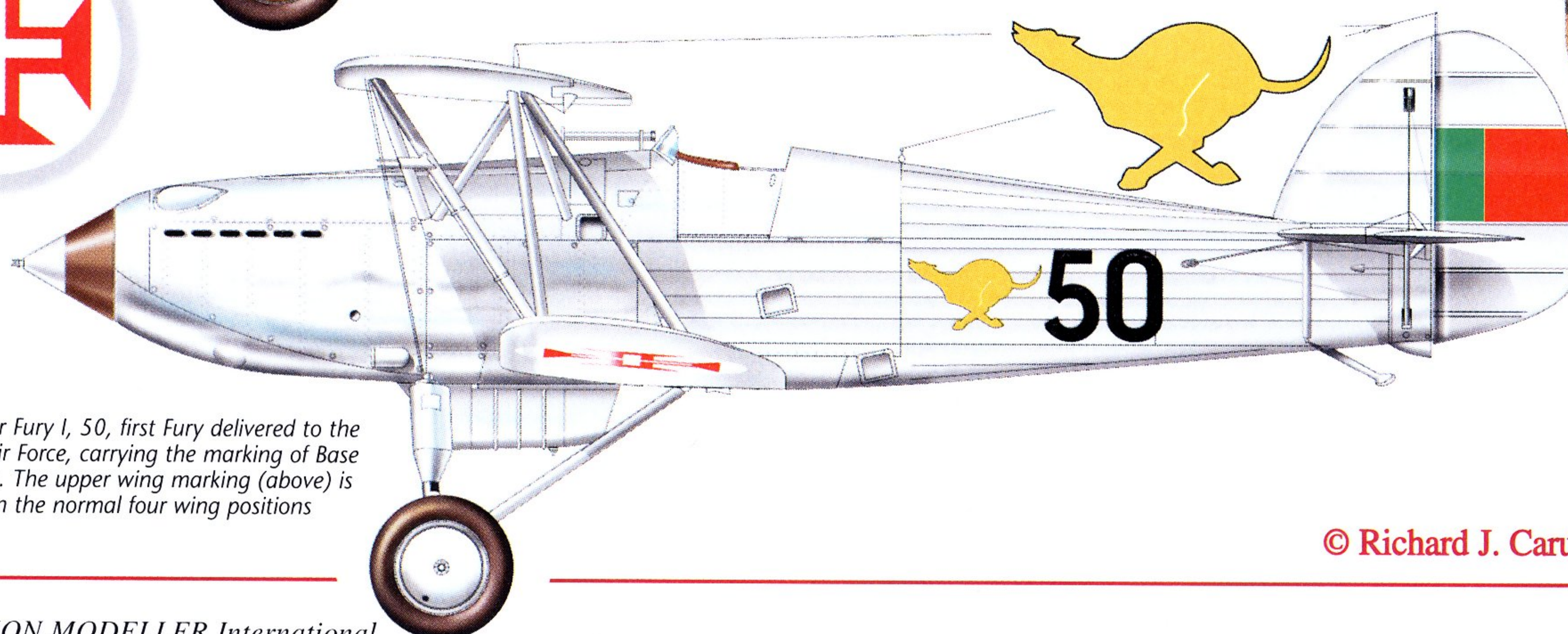
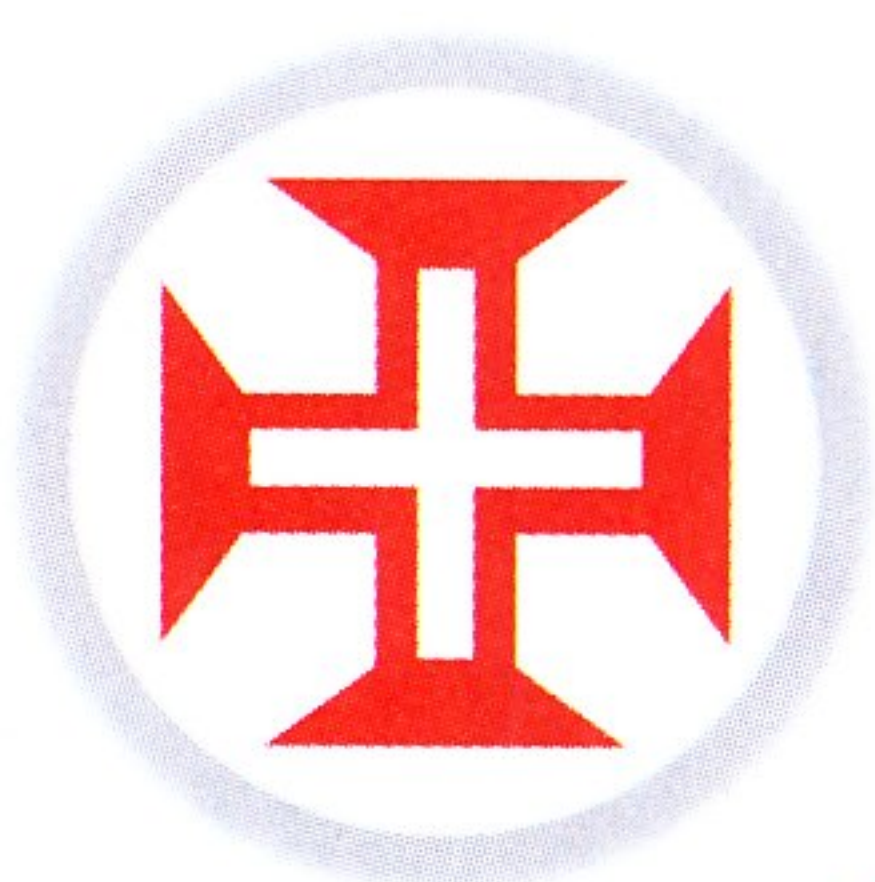
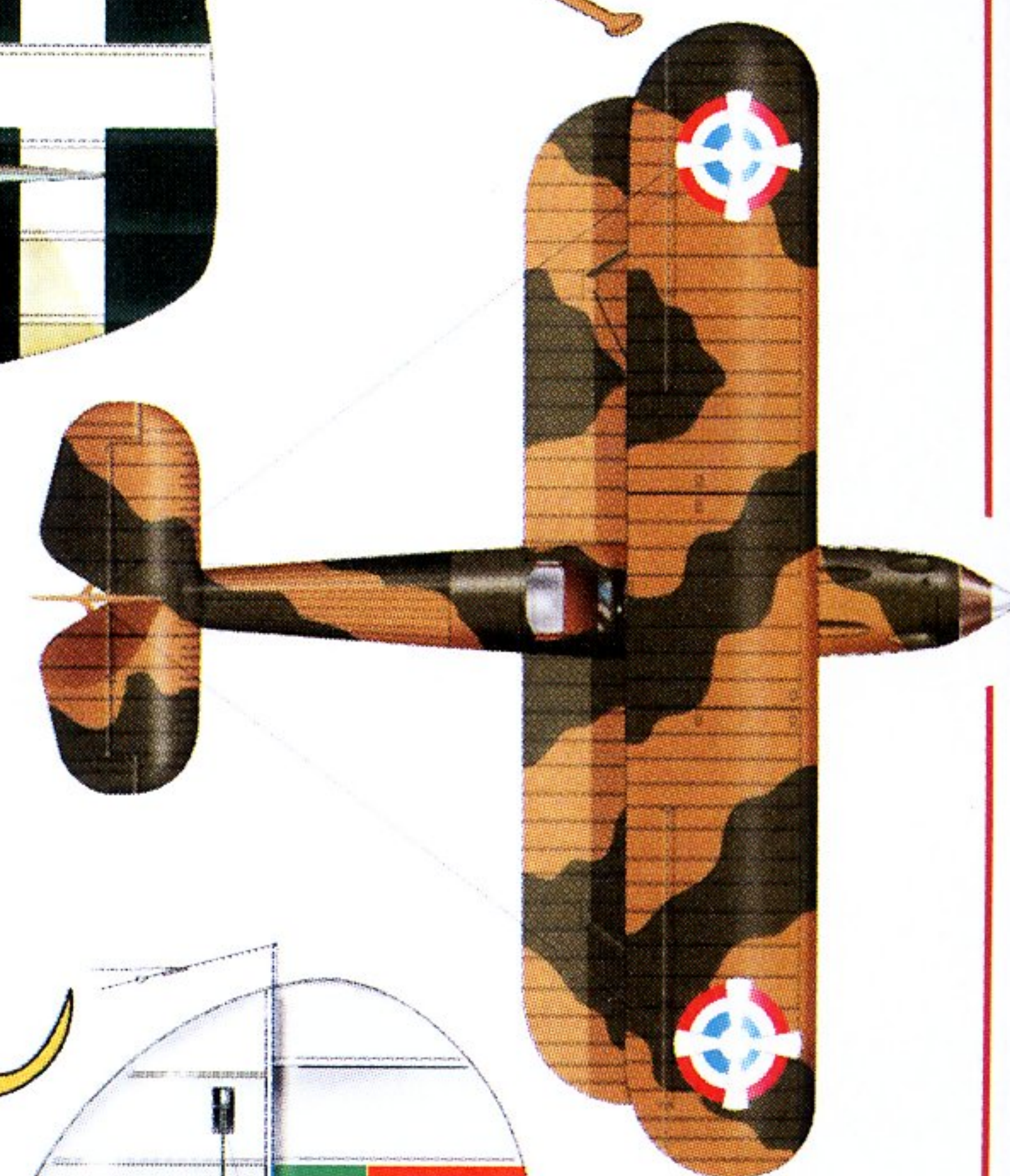
Above: Hawker Fury I, N/218, of Nº 1 Squadron, South African Air Force, 1942

Right: Standard Yugoslav Air Force tail marking



Above: Zmaj-built Fury of the Yugoslav Air Force, 1939, captured by Italian forces; note the repainted rudder in Regia Aeronautica dark olive green and the white cross – all other Yugoslav markings were retained

Right: Upper wing markings, Yugoslav Air Force



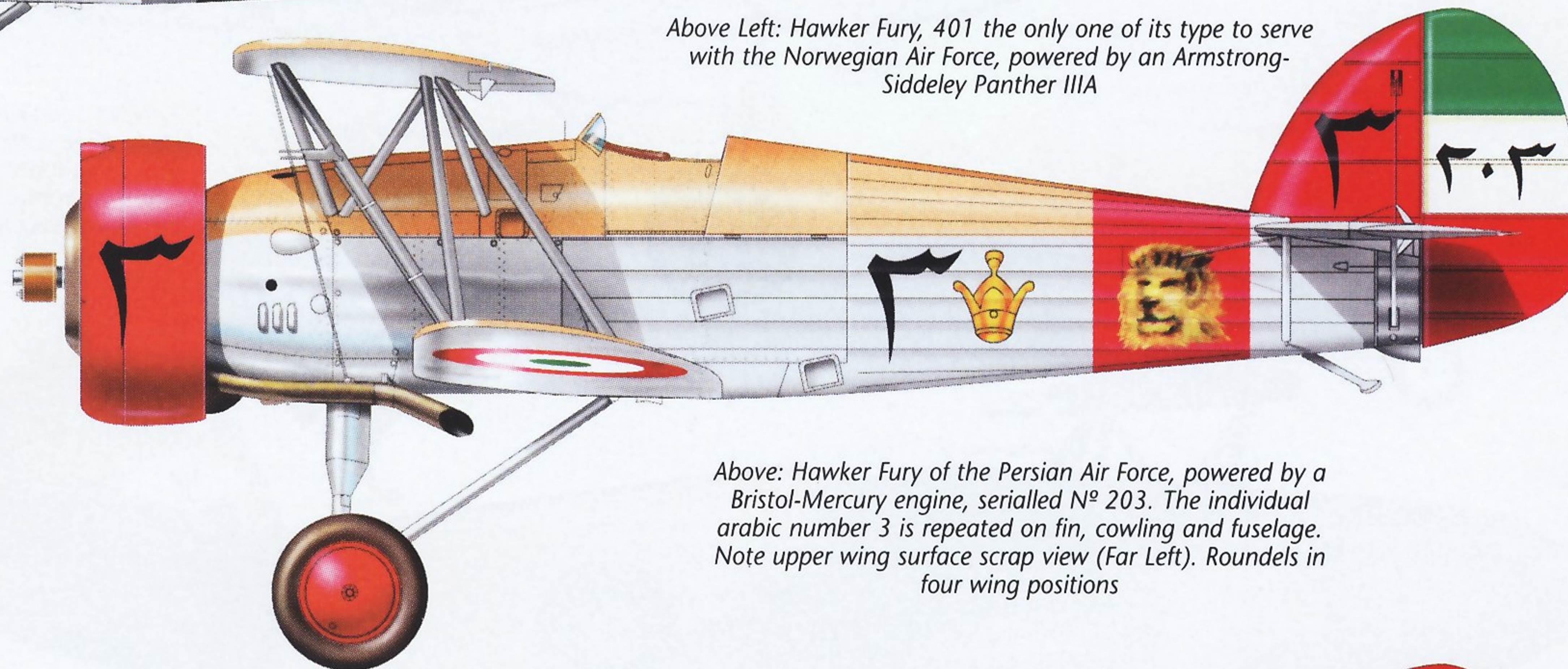
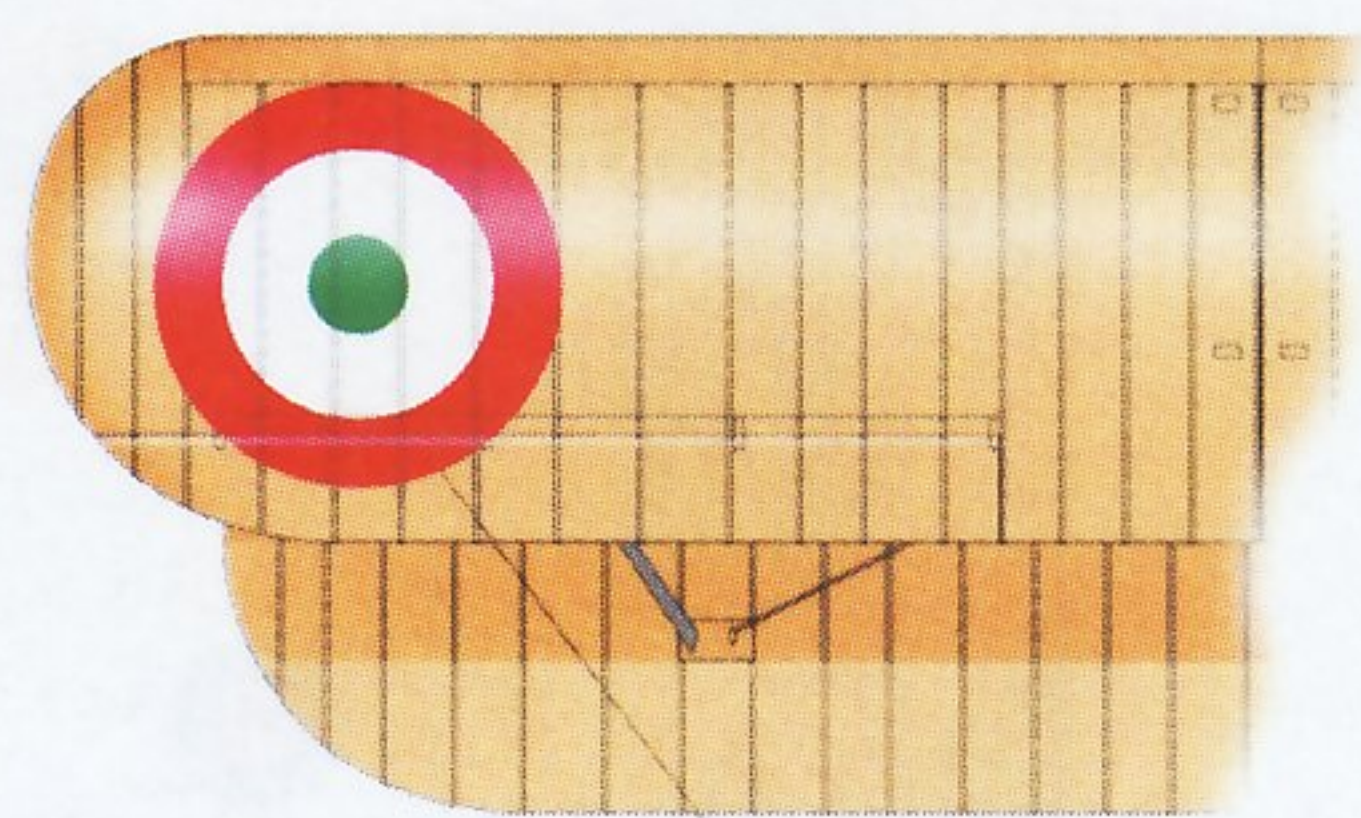
Right: Hawker Fury I, 50, first Fury delivered to the Portuguese Air Force, carrying the marking of Base Aérea (BA) 3. The upper wing marking (above) is carried in the normal four wing positions

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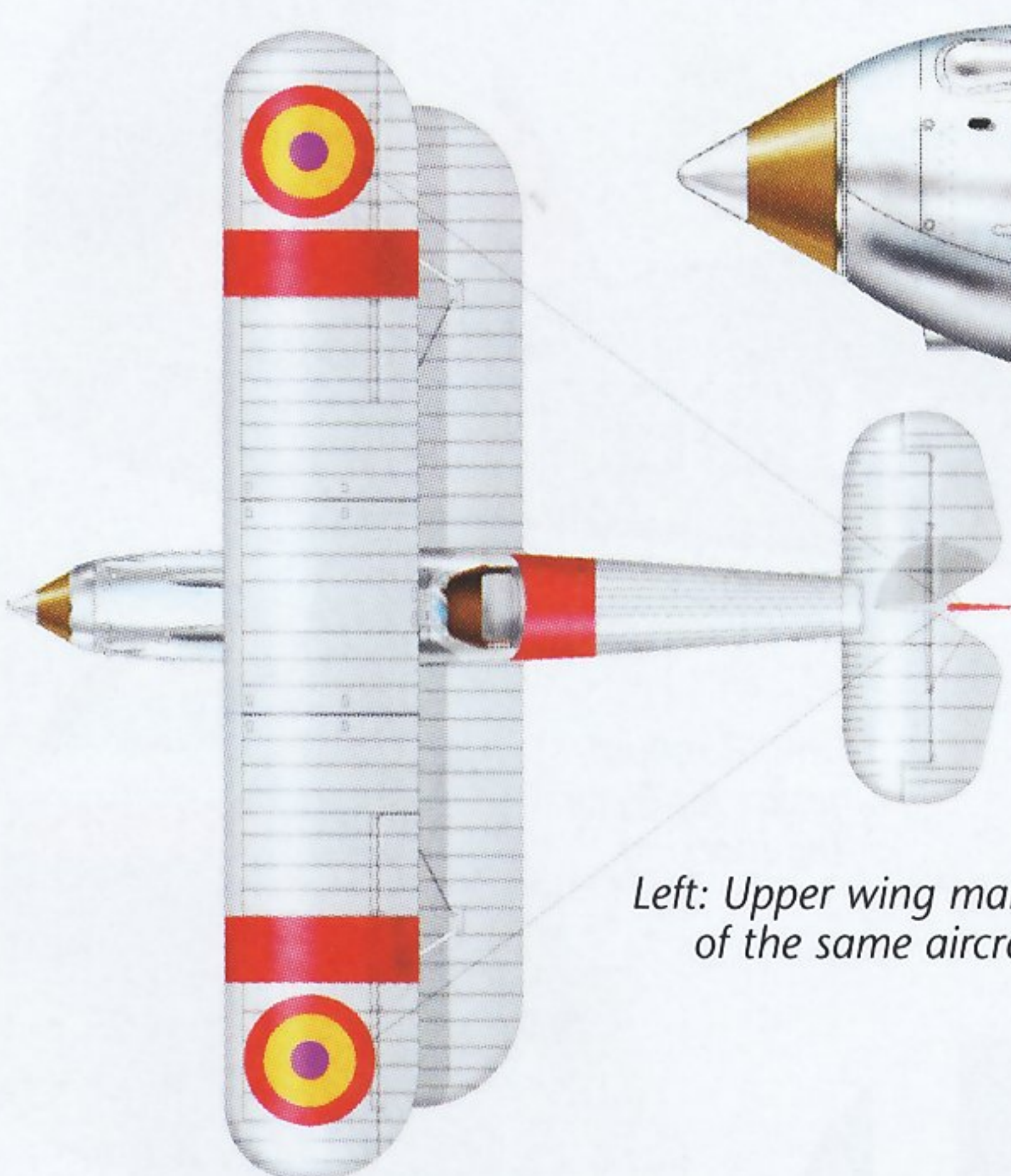
Hawker Fury Colour Schemes



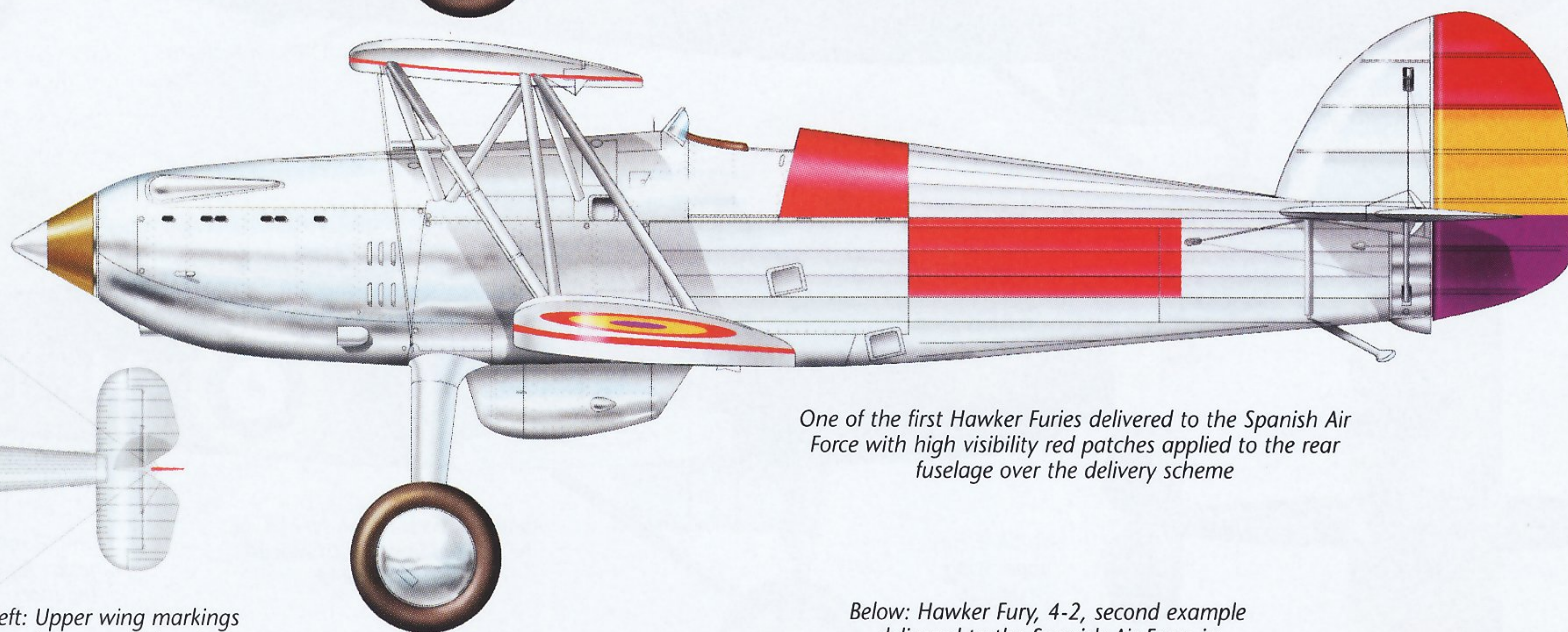
Above Left: Hawker Fury, 401 the only one of its type to serve with the Norwegian Air Force, powered by an Armstrong-Siddeley Panther IIIA



Above: Hawker Fury of the Persian Air Force, powered by a Bristol-Mercury engine, serialled N° 203. The individual arabic number 3 is repeated on fin, cowling and fuselage. Note upper wing surface scrap view (Far Left). Roundels in four wing positions

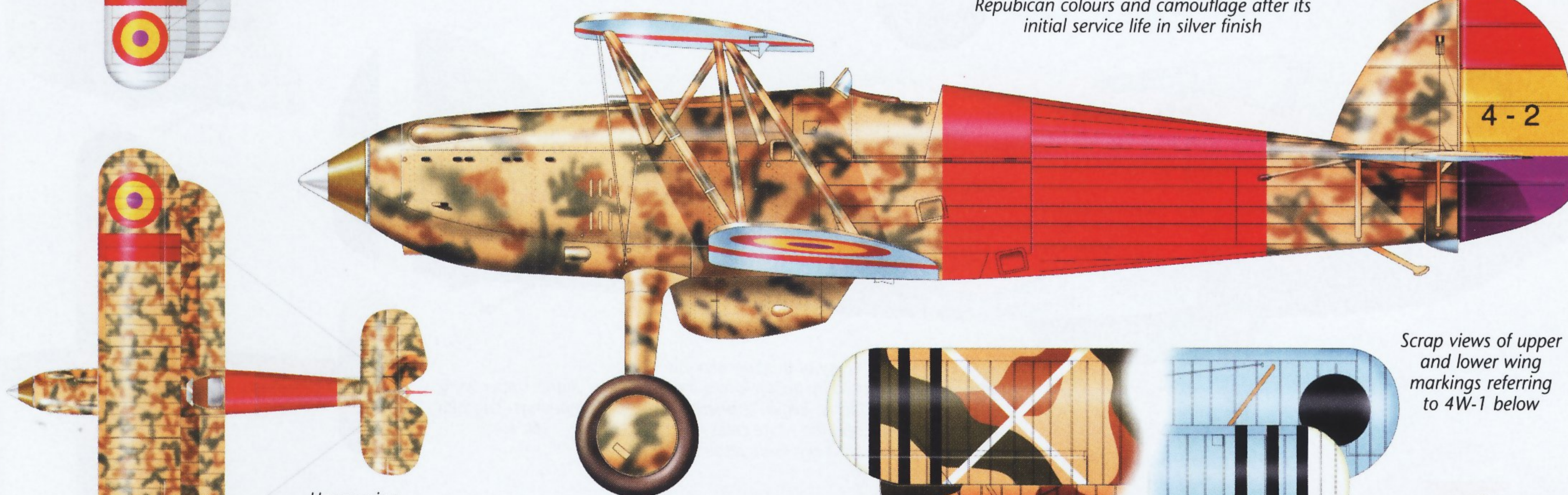


Left: Upper wing markings of the same aircraft



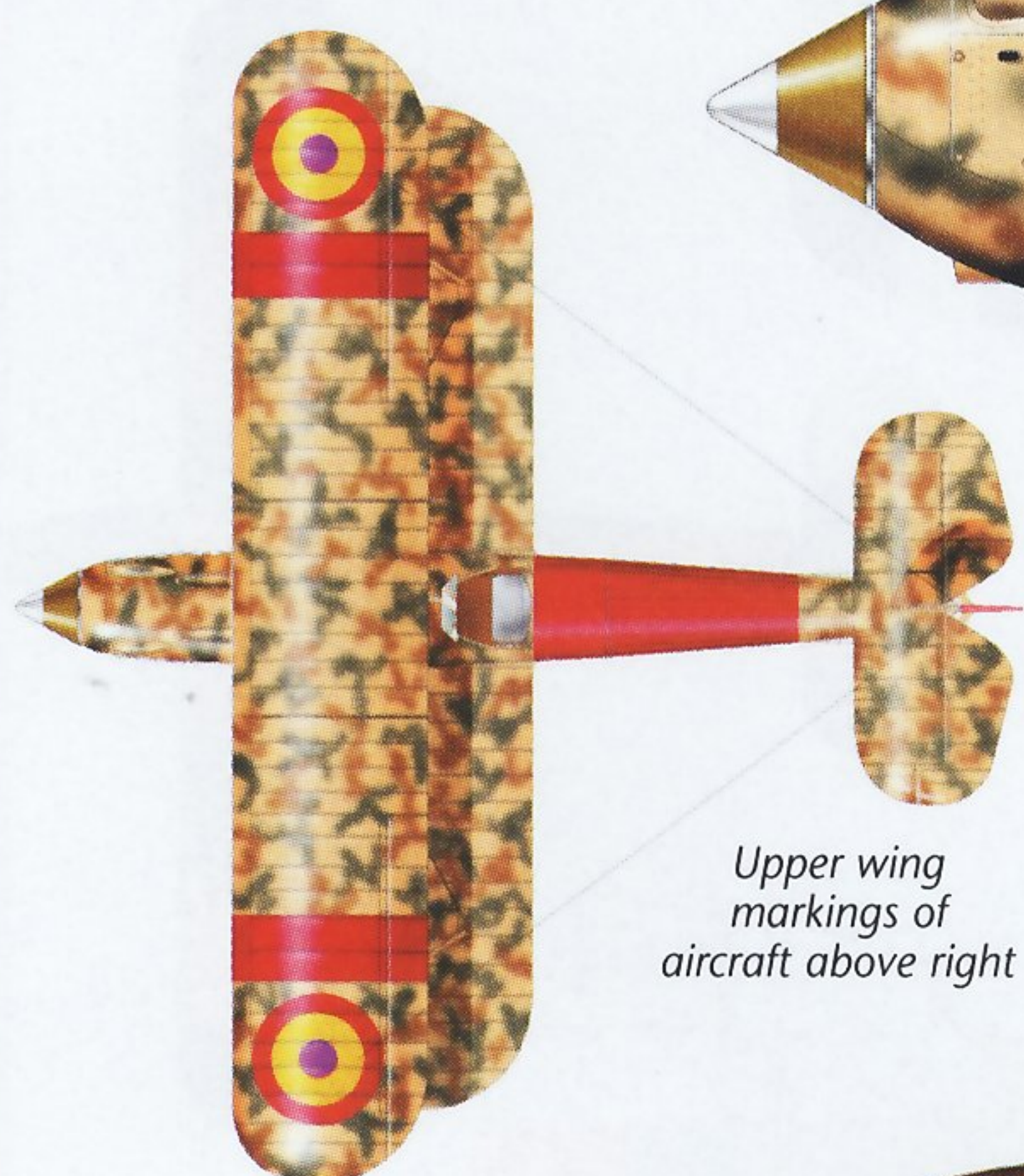
One of the first Hawker Furies delivered to the Spanish Air Force with high visibility red patches applied to the rear fuselage over the delivery scheme

Below: Hawker Fury, 4-2, second example delivered to the Spanish Air Force in Republican colours and camouflage after its initial service life in silver finish

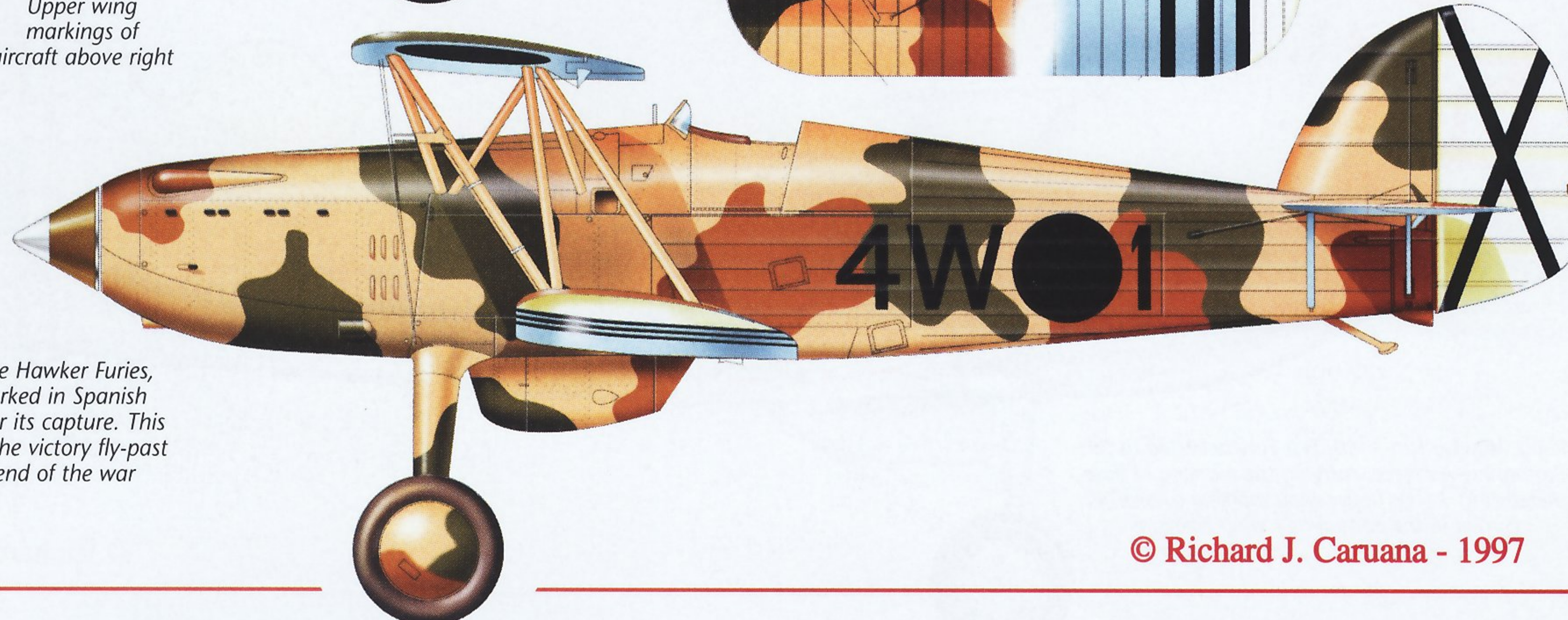


Upper wing markings of aircraft above right

Scrap views of upper and lower wing markings referring to 4W-1 below



Right: One of the three Hawker Furies, camouflaged and marked in Spanish Nationalist colours after its capture. This machine was flown in the victory fly-past over Madrid at the end of the war



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retained for further trials, while 16 went to Tangmere at the end of May so that N° 43 Squadron 'Fighting Cocks' could become the first to fly the type. Already enjoying great success as an aerobatic display squadron on its Gamecocks since 1926, N° 43 found in the Fury an even better mount which turned its three-ship performance at the 1931 RAF Display, under the command of Sqdn Ldr K.B.E. Slatter, into a memorable occasion.

In 1931, N° 43 Squadron were also to turn the previous year's defence exercise fiasco into an outstanding success, achieving more interceptions than all the other defence squadrons put together. A second production batch of 48 aircraft (K2035-2082; Contract 102468/31) was produced in the exceptionally short time of 11 months, the first of these joining N° 25 Squadron at Hawkinge, under the command of Sqdn Ldr WE Bryant, MBE, in exchange for AW Siskin IIIs. N° 1 Squadron, traditional rivals of N° 25, were scheduled to receive the Fury first, but their aircraft were first delivered to the Air Storage Unit (ASU), Cardington, to be fitted out with night flying equipment.

Bryant was determined not to be outdone by the 'Fighting Cocks' when it came to aerobatics. To ensure that his pilots knew what was expected of them in



Fury Is of N° 1 Squadron RAF in perfect echelon formation during a practice session for a tour of Switzerland in 1937
(RJ Caruana Archives)

Squadrons and to supply N° 3 Fighter Training School (FTS) and the Advanced Training Squadron at RAF College Cranwell. It should be pointed out that the aircraft of the last two contracts were specifically requested to be fitted with Vickers Mk III guns.

marks of Kestrel, together with the Goshawk III with steam condensers fitted to the upper wing which proved most unsatisfactory in use. Fitted with a Kestrel XVI, K3586 attained a speed of 231.5mph in August of 1936.

Back to service requirements, we find that a Fury I (K1935) was acquired and fitted with a Kestrel VI together with wheel spats (features already tested on G-ABSE) and tested at the Aircraft & Armament Experimental Establishment (A&AEE) where a top speed of 228mph was attained. Specification 6/35 was written around this machine thus producing the Fury II. An initial batch of 23 examples (K7263-7285) were followed by a further 89 (K8218-8306 to Spec. 19.35). First to change was N° 43, with two newcomers to the Fury being N° 87 at Tangmere and N° 73 at Mildenhall. These last two squadrons, however, only enjoyed Furies for a very short time as they converted to Gloster Gladiators soon afterwards. Surplus aircraft, thus became available and were channelled to N° 2, 3, 6, 7, 8, 9, 10 and 11 FTS together with the Central Flying School (CFS) and RAF College.

Furies Overseas

In 1930 Sayer and Bulman had embarked on a long tour of demonstration flights with Fury J9682 (which had been returned to Hawker's) to Norway, Spain, Yugoslavia and Denmark. Yugoslavia

immediately responded, placing an order for six examples (HF.1-6) which were delivered in June of 1931.

Norway ordered a single Fury (401) powered by an Armstrong-Siddeley Panther IIIA radial, flying for the first time on September 9, 1932. Trials at Martlesham Heath were positive on the whole, though a nose-over tendency, even during taxiing, due to a shift in the centre of gravity was deemed undesirable and no further orders for this type were placed.

The Persian Government, in possession of an extensive agreement with Pratt & Whitney, requested Hawker to explore the possibility of Hornet-powered Furies. Nose heaviness, as on the Panther Fury, persisted but was cured by counter ballast. Engine cooling problems due to the Hornet's shutters were experienced in tropical climates where these Furies operated. Thus, when a second order was placed, the Hornet engine was replaced by a Bristol Mercury on new and all existing Persian Furies. The aircraft had a long and exciting career and as late as 1942 some ten of them were based at Ustan Cheharum province guarding Persian oilfields against German infiltration. At least one example survived up to 1948 though it ended its life, minus engine, on the station fire dump at Habbaniya.

Seven Furies of RAF Mk II standard, serialled 200-206, were acquired by South Africa in September 1936. These started their operational lives with the South African Air Force (SAAF) CFS but were transferred to N° 2 Bomber/Fighter Squadron three years later. Six of these Furies were then taken on strength by N° 1 Squadron SAAF in May 1940 for operations in East Africa to which a similar number of ex-RAF Fury Is were added in August, followed by 16 further examples in January 1941. During a brief operational activity, they successfully engaged Regia Aeronautica Caproni Ca.133 bombers, with Flt Lt Blake and Lt Burger being credited with one bomber each. A second unit, N° 2 Squadron, was formed from elements of N° 1 and remained in East Africa until April 1941 until all aircraft were transferred to N° 70 Operational Training Unit (OTU) in South Africa. Some of these Furies were finally engaged in a propaganda tour of South Africa with displays which included mock combats against a captured Fiat CR.42.

Yugoslavia placed a follow-on order

HAWKER FURY SPECIFICATION (RAF Standard Mk I and Mk II)

Type:	Single-seat biplane fighter, with single bay, staggered wings
Powerplant:	One Rolls Royce Kestrel IIS 12 cylinder Vee in-line engine of 485hp at 3,500m and 590hp at 4000m driving a Watts B.274 two-bladed wooden fixed-pitch propeller
Dimensions:	Span - (top)30' (9.15m); (bottom) 26'01/4" (7.93m); length - 26' 33/4" (8m); height - 9' 6" (2.89m); dihedral - 1* top, 30secs bottom; wing area - 251.8sq ft (23.4m2); undercarriage track - 5' 10" (1.76m)
Weights:	Empty - 2,625lb (1190kg); gross - 3,350lb (1520)kg
Performance:	Max speed 207mph (333km/h) at 14,000' (4270m); time to 10,000'; ceiling - 28,000' (8540m)
Armament:	Two Vickers Mk.II or Mk.IIID 0.303in (7.7mm) machine guns in upper front fuselage with 600rpg

the air, the CO of N° 25 insisted that formations and procedures were exhaustively tried out on the ground – on bicycles! This drill seems to have worked, as the squadron performed their daring formation sequence during the 1933 RAF Display tied together from the wingtips with elastic chords.

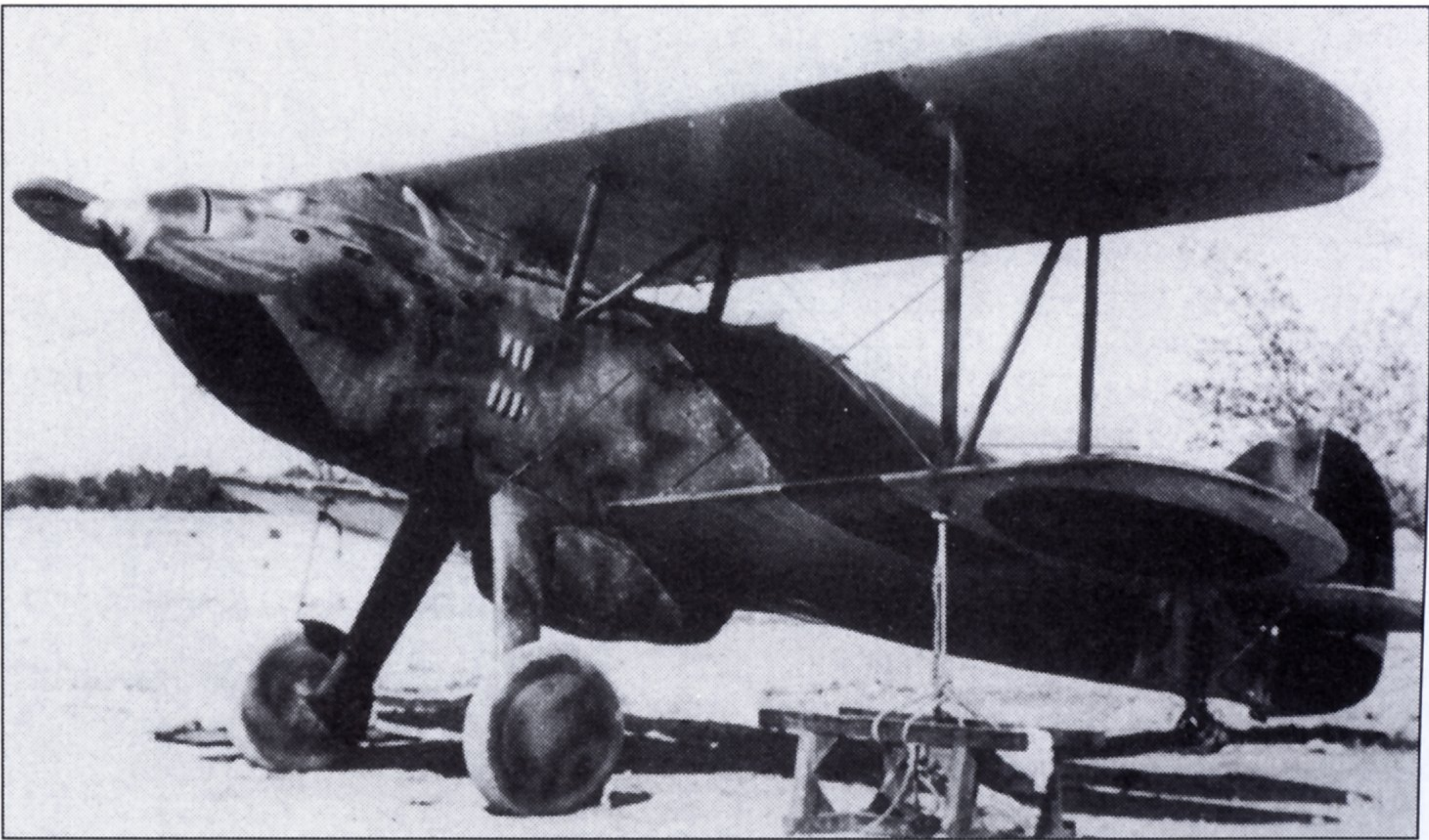
N° 1 finally got its hands on the Fury, adding to the inter-unit rivalry of the other Fury-equipped squadrons. This healthy competition brought out an essential esprit de corps, chose the men from the boys, and eventually provided the crack pilots who were to win the Battle of Britain a few years later. In 1933, N° 25 Squadron chalked up another success, winning the Air Defence Challenge Trophy in spite of losing six Furies when a N° 504 Squadron Horsley crashed into a hangar.

Three more production contracts (184968/31; 252331/33; 409396/35) were placed with Hawker for 15 (K2974-2899), 13 (K3730-3742) and 20 (K5662-5681) aircraft respectively between 1931 and 1933, mainly as replacement aircraft for the three RAF

N° 1 Squadron was determined not to live up to its motto: 'Foremost in Everything', for it was the last to give up the Fury I in exchange for the Hurricane in 1938. The other two squadrons, in the meantime, received the Fury II.

Room for Improvement

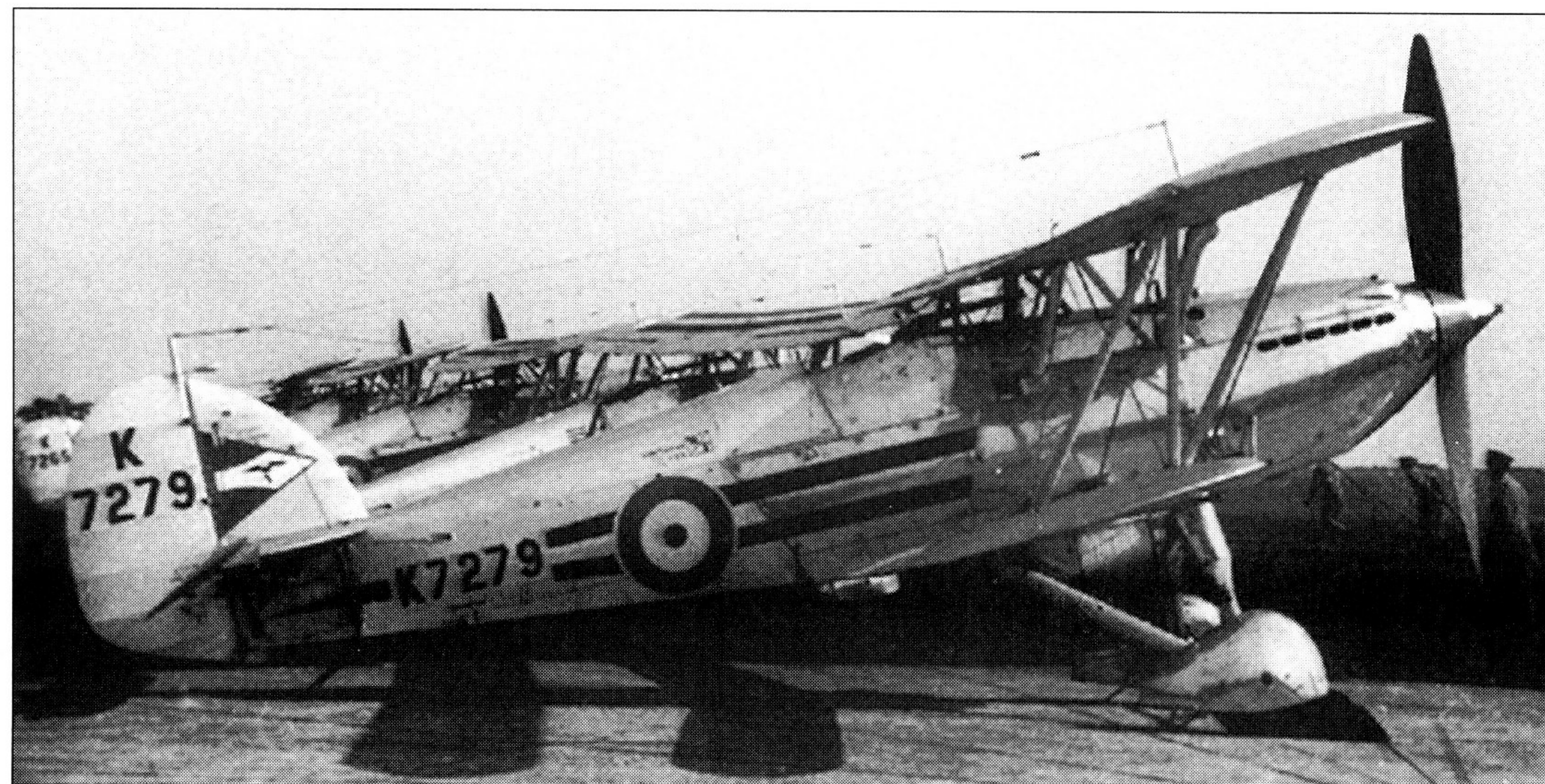
Hawker was determined that an even better Fury could be produced, though the Hurricane must have been already looming somewhere at the back of Sydney Camm's mind. Progressive development continued between 1932 and 1936 when a spiced-up Fury II emerged. Most of the development was concentrated on company-owned G-ABSE originally fitted with a Kestrel IIS, but eventually fitted with a series of different power plants, including the Kestrel IVS, VI, Goshawk III and Kestrel Special; a Dowty cantilever undercarriage fitted with internally sprung wheels was also tested on this machine. A second important test aircraft (first flight May 3, 1933) was the High-Speed Fury, K3586, which originally featured a redesigned, tapered lower wing. It also tested different



Spanish Fury 4-2 wearing tan and green camouflage but with high visibility red rear fuselage, together with similarly coloured bands around the wings
(RJ Caruana Archives)

for ten examples fitted with the Kestrel XVI, but with the cantilever Dowty internally-sprung wheels. This was the result of long drawn-out negotiations where a Hispano-powered Fury was considered due to considerably savings in cost, especially as a license production was also being sought. These new Furies reached Yugoslavia in June 1937 while ten Kestrels for installation in locally-built machines had already been delivered in October of the previous year. Of the 100 license-built examples planned, 40 were finally built at Ikarus (24 examples: 14-37) and Zmaj (16 examples: 38-53); the first Fury from Ikarus was rolled out in August 1937 with Zmaj following soon afterwards. Ground looping tendencies gave the Fury a bad name during initial Yugoslav service, but this was traced to the omission of radio equipment which shifted the centre of gravity forward; once radios were fitted, this bad habit ceased. During the short period of fighting between Yugoslav defenses and the invading Axis forces between April 6 and 15, 1941, these Furies – now reduced to about half their original strength – flew no less than 200 sorties. Of all the captured Furies, 46 and 53 were taken by the Regia Aeronautica for evaluation at the Guidonia Experimental Centre as most of the others were considered to be in very poor condition.

Very little is known about three examples of Mk I standard Furies which were acquired by Portugal in November 1933. Powered by the Kestrel IIS they were fitted with increased internal fuel tankage; the first example performed its maiden flight on May 28, 1934 and was delivered the following month; these



Hawker Fury II of N° 25 Squadron RAF, K7279, shows off its sleek lines. The distinctive unit badge is carried in a spearhead on the fin while rudder bars have been eliminated
(R) Caruana Archives

aircraft are known to have remained in service up to 1939.

But probably the best known of foreign Furies were the three examples ordered by the Spanish Government in October of 1935, which were powered by a Hispano Suiza 12Xbv engine. This power-plant's lower thrustline meant that a slightly smaller diameter propeller had to be fitted. To this, Hawker added an offer to fit Dowty undercarriages. Fuel capacity was increased by the addition of an internal tank, with the overall gross weight rising to 1725kg. After initial flight testing at Brooklands, 4-1, 4-2 and 4-3 were delivered to Guadalajara on July 11, 1936 a week before the civil war broke out. These had been intended to serve as pattern aircraft for license

production of 50 examples, but with the outbreak of hostilities this project fell by the wayside. By mid August the 7.92mm Vickers guns were fitted locally, though, apparently, without proper testing as on its first sortie, 4-2 shot off its own propeller while engaging CR.32s of the Patrulla Azul. 4-1 was lost on October 16 while the third example crash landed behind enemy lines when it ran out of fuel. Nationalist forces had already put 4-2 back into the air and, with the remains of 4-1 and 4-3 managed to rebuild a second machine; in a short span of time, all Spanish Furies had changed sides! Both examples survived the conflict and continued to fly with the Nationalist Air Force for some time after the war.

The classic lines of the Fury have

endowed it with an affection which modellers and enthusiasts find as irresistible now as it was during its service days. Elegance and power were combined by the sheer genius of Sir Sydney Camm to produce the peak of the biplane formula, which was in its dying days. Yet it was a secure stepping stone in design and construction technique development soon to prove vital in forging one of the most famous fighting machines of all times, the Hawker Hurricane. This alone rightly bestows on the Fury an aura of nostalgia, an essential element which keeps our pastime alive and kicking.

Richard J. Caruana

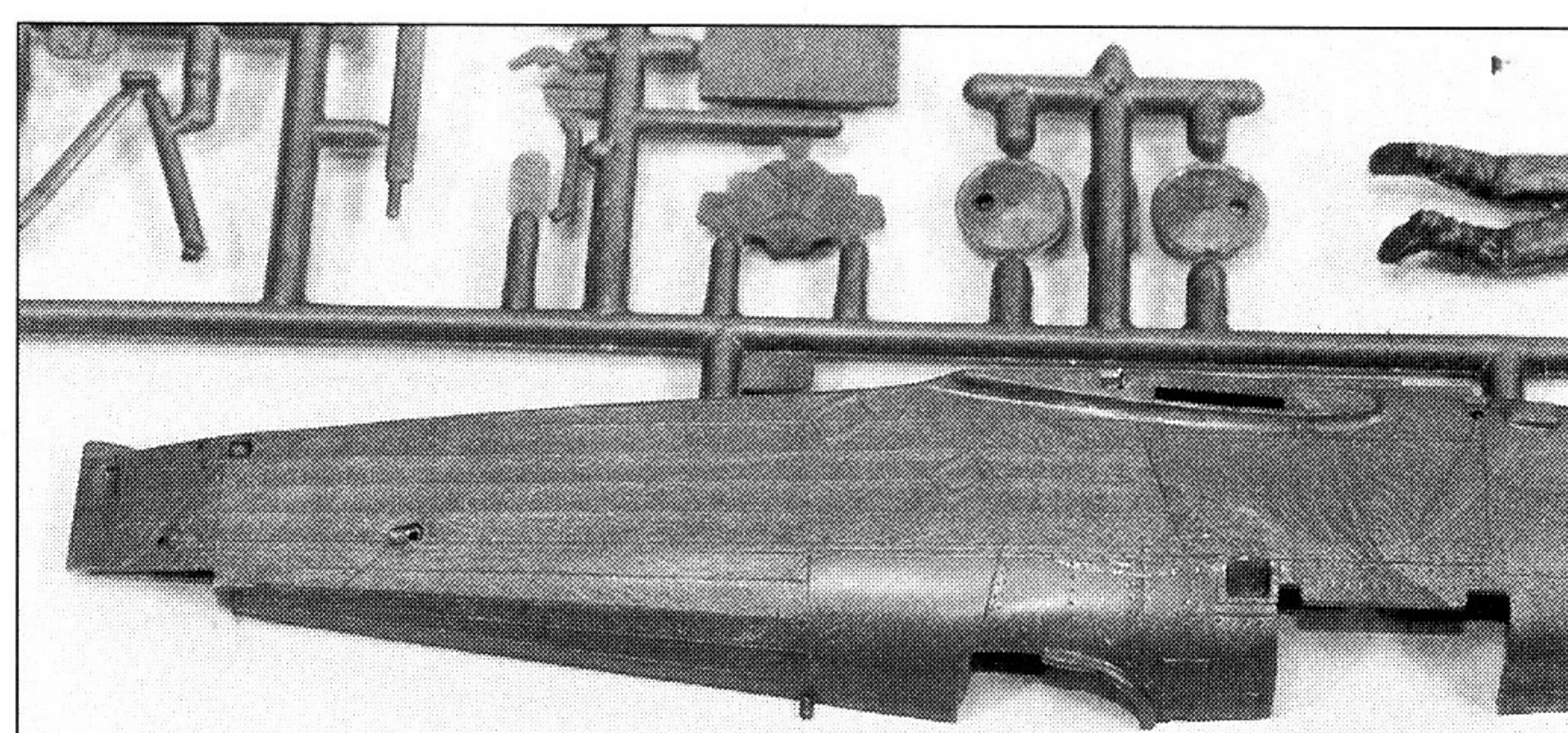
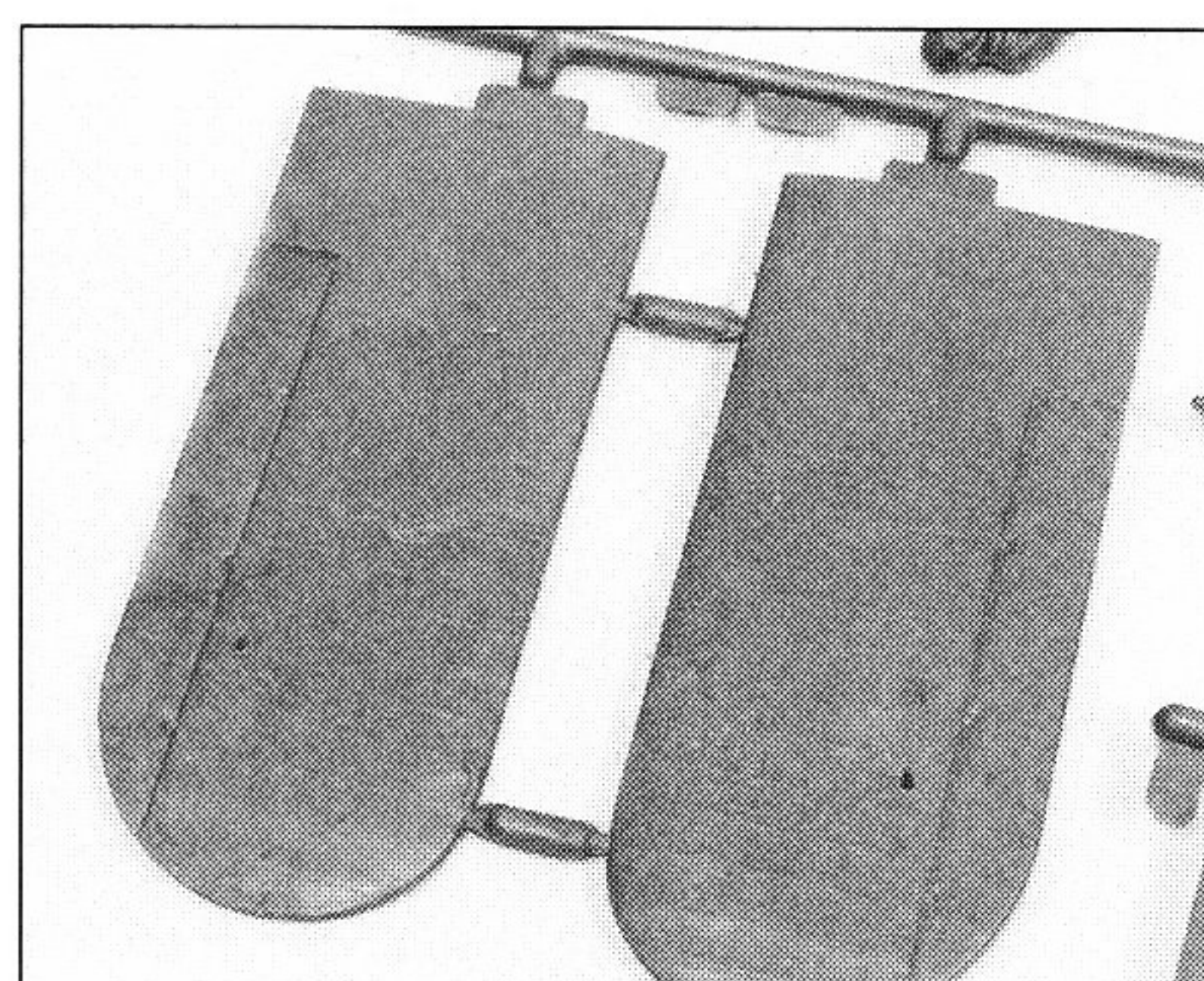
Modelling the Hawker Fury

There have not been that many kits produced of the Hawker Fury biplane. In 1/72nd scale you had best hunt down the excellent little Matchbox kit. This is currently not on release, however I am sure it will not be too long before Revell®, the current owners of the Matchbox brand, re-issue it.

In 1/48th scale there have been three kits. The first is the Inpact kit and this is the best of the bunch. Next is the Lindberg offering and finally there is the Airfix example. The only one which is accurate in most areas is the Inpact kit, all the others have varying inaccuracies. The Inpact kit has been repacked and issued by Pyro and Life Like. All of these boxings can still be found with the secondhand dealers and the price paid will depend on which you get. Usually they can range from £8.00 to as much as £15.00. Hunt around is my suggestion.

As you can see from the photographs, the kit has good fabric effect and all the panel lines are recessed.

As far as accessories and decals go these have been non-existent for this type. Delta Bits did a conversion for the Spanish Civil War version (See Vol 2 Iss 9 Page 531) in 1/72nd scale, which was based on the Matchbox kit and consisted of white metal parts. Dekno have recently



done a conversion for the Spanish and Yugoslavian operated versions. This set (See Vol 3 Iss 4 Page 226) once again was in 1/72nd scale and utilised the Matchbox kit. It was resin and also included a large decal sheet.

Decals for the Fury, other than the ones in the Dekno conversion are non-existent for this type in any scale. As far as I know there have not been any, there may have been some in the old Modeldecal range, but these are long since out of production.

I can only hope that an accessory manufacturer will offer the Spanish and Yugoslavian conversions in 1/48th scale (using the Inpact/Pyro/Life Like kit as a basis) and that some decal manufacturer may get interested in the lovely looking machine.

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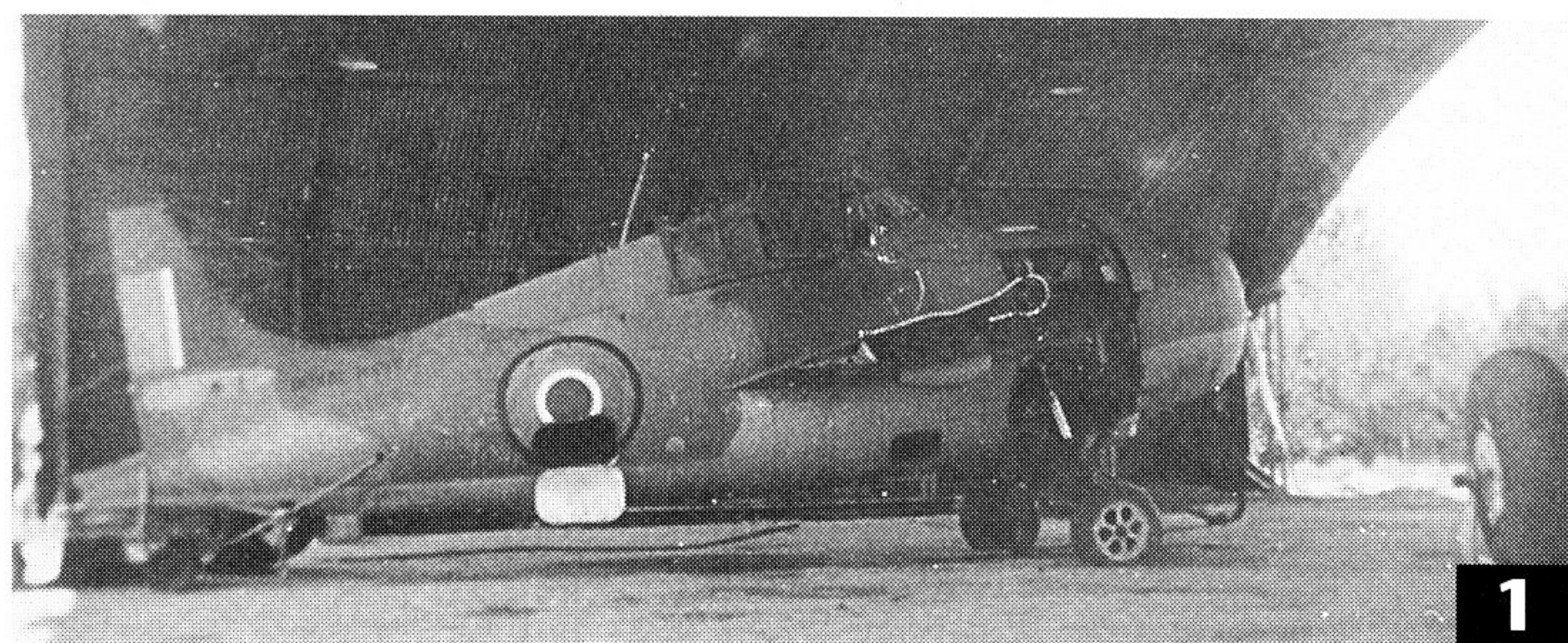
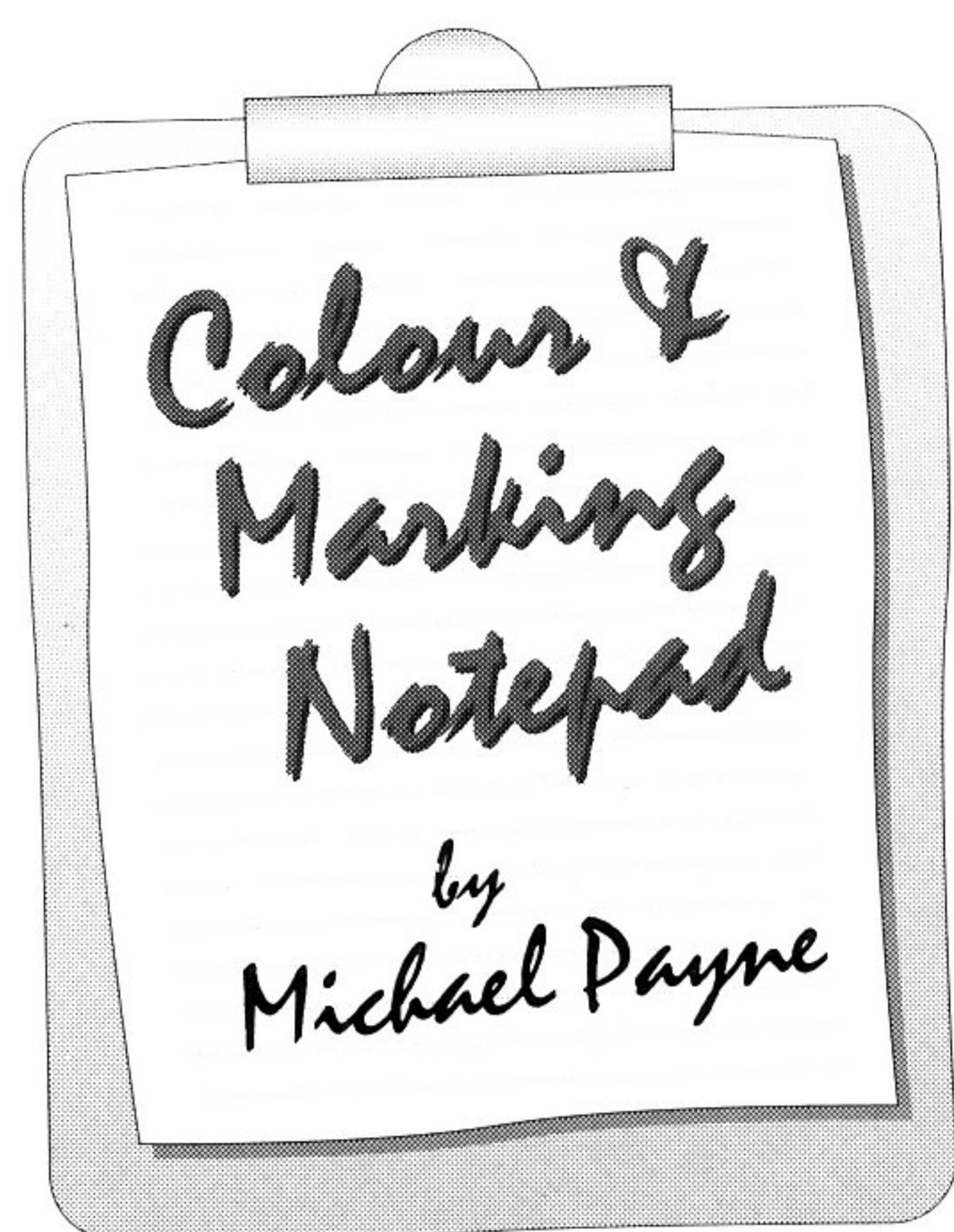
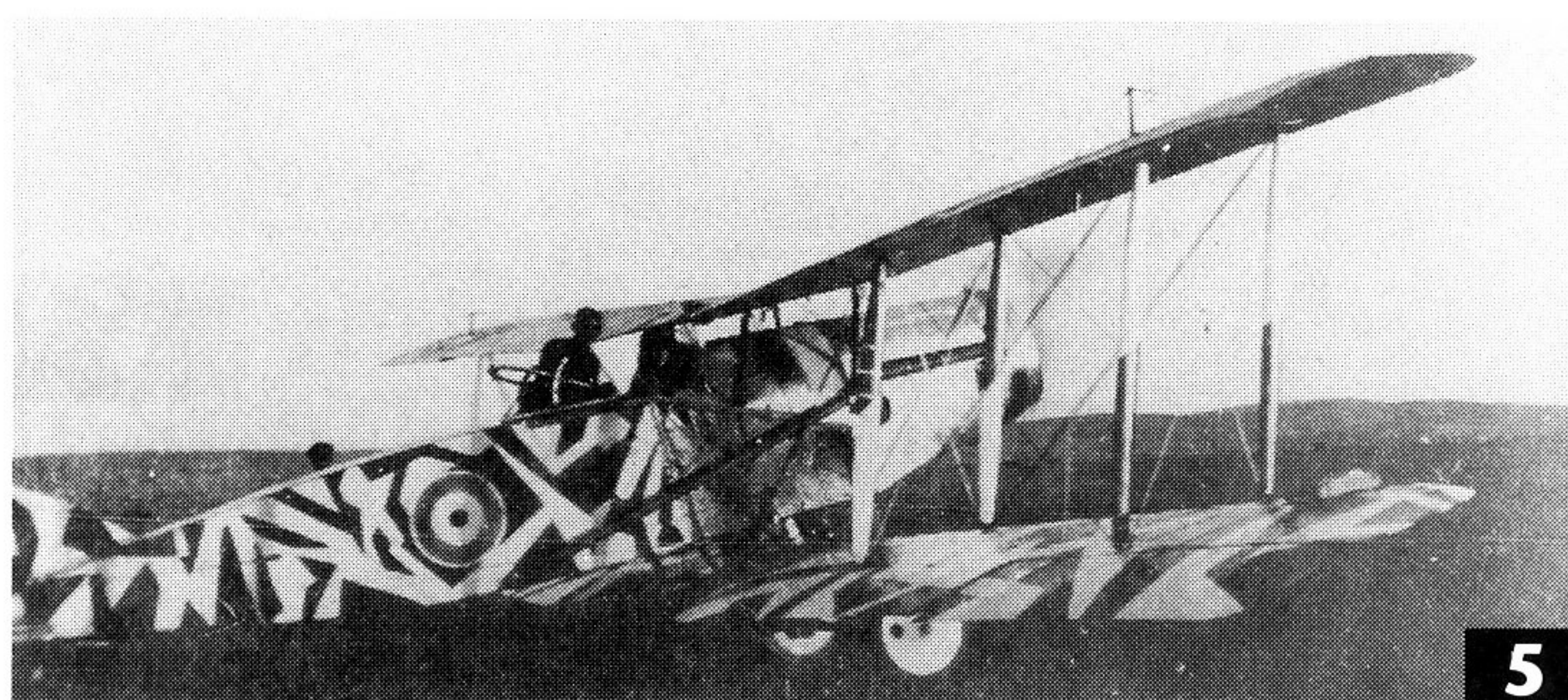


Photo 1

Grumman Wildcat, earlier named Martlet, in F.A.A service, AJ152 was in the hangar of the former Gunnery Research Unit at Exeter in September 1946. Mounted between the wheels, in the manner of the old Avro 504K, was a skid and below each wing tip, a tail-wheel had been fitted, one of which can be seen, bottom right, on a dis-mounted and inverted wing. Markings were standard for wartime and the camouflage was normal Extra Dark Sea Grey, Dark Slate Grey and Sky. Information about its function would be welcome. The yellow ring of the roundel appears black due to the type of film available at that time.



fin to add to the tip surfaces of the original design. It was built to explore these problems before a proposed bomber was designed. It flew with the temporary

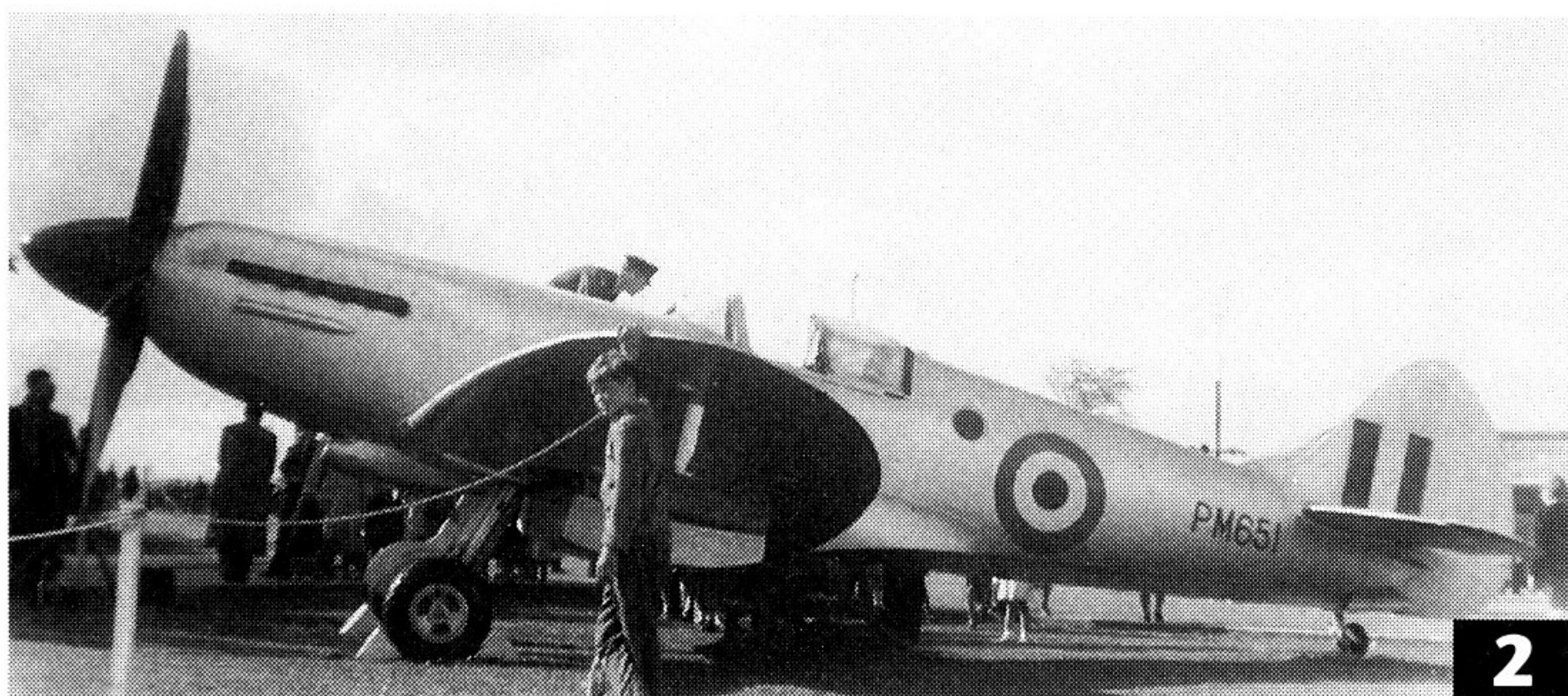


Photo 2

At Andover in September 1958, having come from Huchnal in 1957, was Spitfire PR.XIX, PM651. The Type D roundels and the fin flashes were in bright colours. It was aluminium overall with a red spinner on the five bladed propeller.

Photo 3

Built of wood in 1942 by Miles Aircraft at Woodley was Experimental Aircraft No. 217, the M.39B usually referred to as the Libellula. Its unusual configuration conferred various aerodynamic benefits such as its reluctance to stall, but Lt. Cdr. 'Winkle' Brown who reported on testing it found that it also presented a few problems. It needed an extra centre-line

registration U-0244 and like all experimental types it was Dark Green and Dark Earth with Yellow undersurfaces (as for trainers). There was a Yellow ringed P (for Prototype) beside the Type C1



roundels. The ring had to be the same diameter as the roundel yellow band. There were Type C roundels below the main wings and Type B above. Fin flashes were too tall. As I recall, a photo exists which shows the machine in overall yellow, but without roundels. The main undercarriage units appear to be like those fitted to the Messenger, an example of which was used by General Montgomery in Normandy in 1944.

the upper fuselage was mostly grey, toning well with the pale blue sides. Wings were 71/02 in a standard pattern. The white scissors-r was a pun on the name of the Schwarmfuhrer, Lt. Scherer, Schere means scissors. 'Yellow 11' was similarly marked. The gentleman in the cockpit had arranged the exhibition in Northernhay Gardens, Exeter.

Photo 5

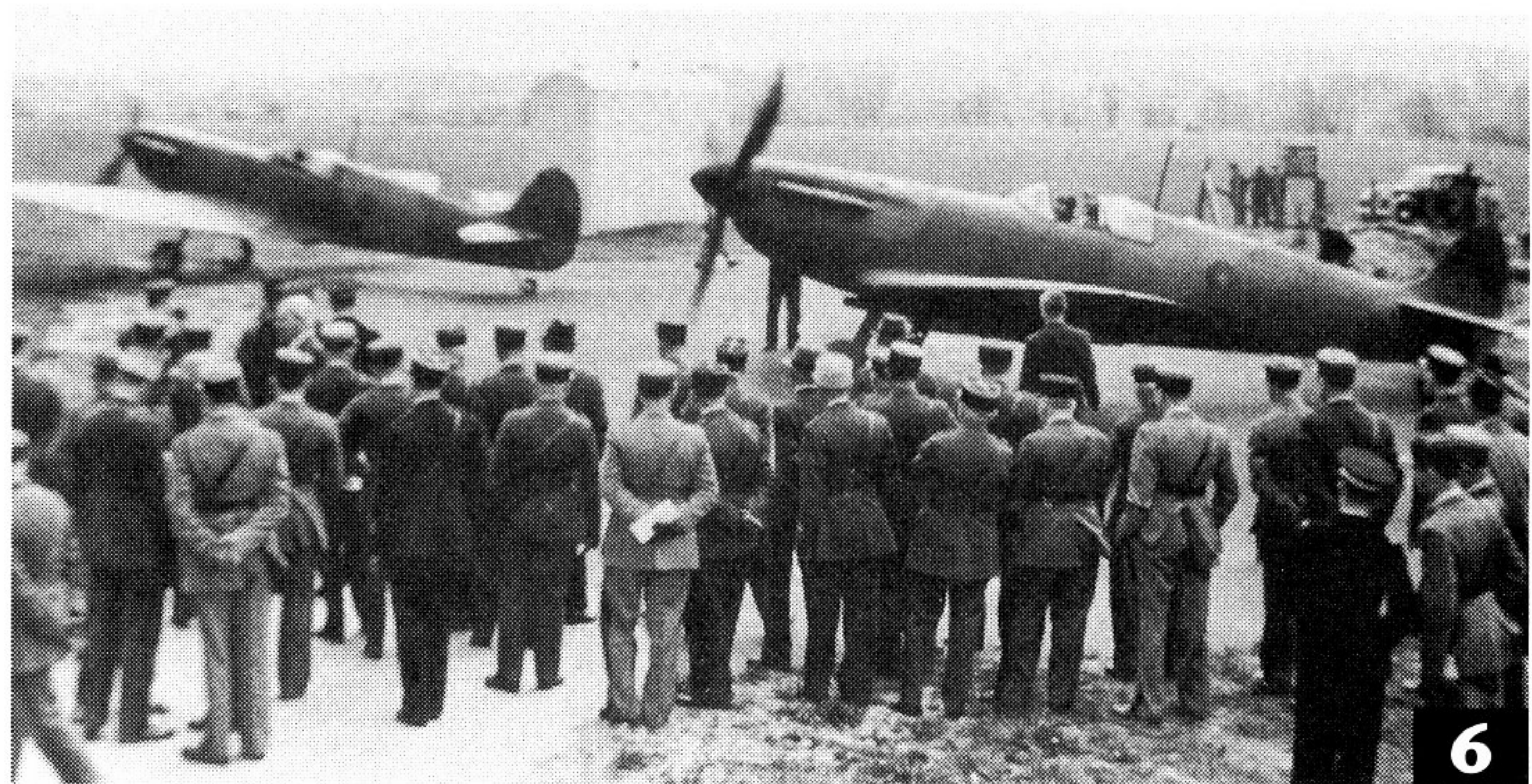
Following Peter Cooksley's 'Bizarre Bristols' in the June issue I offer a different view of F4380 (photo 4). Although it adds little to our knowledge of the red-white finish, I was given the photo in 1951 by an old soldier who had served in Ireland during the troubles and he claimed the picture was taken at Dublin.

Photo 6

Eastleigh during the early months of 1939 where the first production Spitfires from the Woolston Works were assembled and test-flown. Fifteen inch diameter fuselage roundels were applied at the factory for a period up to 15 September, when the port wing underside was to be painted black. This lasted until 11 June 1940, with variations on the finish of the remainder in white or in silver. Serials were in small black characters high on the fins, quite invisible here, for security reasons. At this

Photo 4

With reference to the AeroMaster decal sheet 48-238 shown on page 360 of the June issue, I think modellers would like to see this view of Bf 109E 'Yellow 12' of 3./JG 27. The pilot was Fw. Ernst Arnold who died in September 1986. How did that numeral turn red? From my memory



time everyone was very security conscious. The crowd of officers observing the Spitfire demonstration certainly included Frenchmen and also representatives of other potential customer nationalities. Note that these two machines had been equipped with three bladed propellers. Spinners were black; camouflage was Dark Green and Dark Earth.

Michael Payne

Grumman A-6 Intruder Colour Schemes – Errata Corrige

Thanks to our eagle-eyed readers (and especially to Lloyd Curtis) we can correct some mistakes which appeared in the March issue regarding the A-6 Intruder. Unfortunately, one of the diskettes on which I send the finished work to the Editorial Office, and especially the one with the layout and captions, developed a disk error during transit and could not be read. We tried desperately to communicate via telephone and fax to put the pages together again late one evening, but the 1,700 odd miles in between proved to be too much of a barrier!

First: photo on the bottom of page 182. The unit should read “VA-165 Boomers” not “VA-156”.

The other errors relate to the colour pages, especially page 183 and 185. Starting with A-6A 151782 of VA-155, the carrier should read “USS Midway” as correctly shown on the colour profile. Captions of A-6E TRAMs 152591 and 152925 on page 185 were transposed. The correct captions and their respective colour profiles are seen on the right.

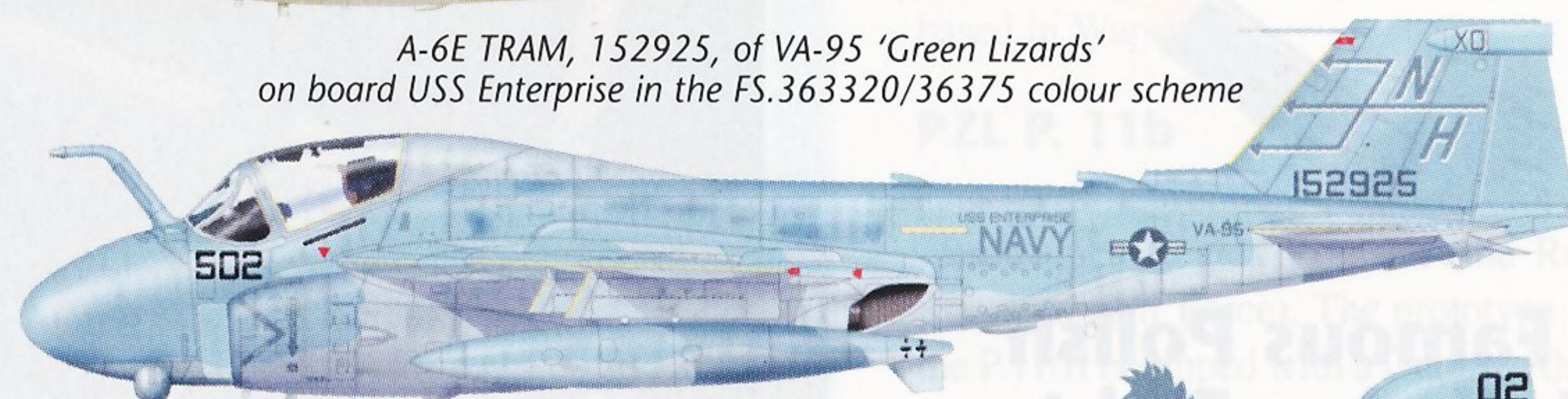
Again at the bottom of page 183 we find that instead of the proper colour profile of EA-6A 151598 of VMCJ-1 there is a repetition of A-6E 149949 of VA-145 which had already appeared third from top. The correct colour profile for that caption is now appearing underneath.

Having said that, I would like to apologise for the mix-up. This is what happens when one relies too much on computers! But it is the only way I can forward such a volume of work to the Editorial office every month considering the distance between us. I suppose one could say that it is extremely lucky that such things do not happen all that often — I’m keeping fingers (and toes) crossed!

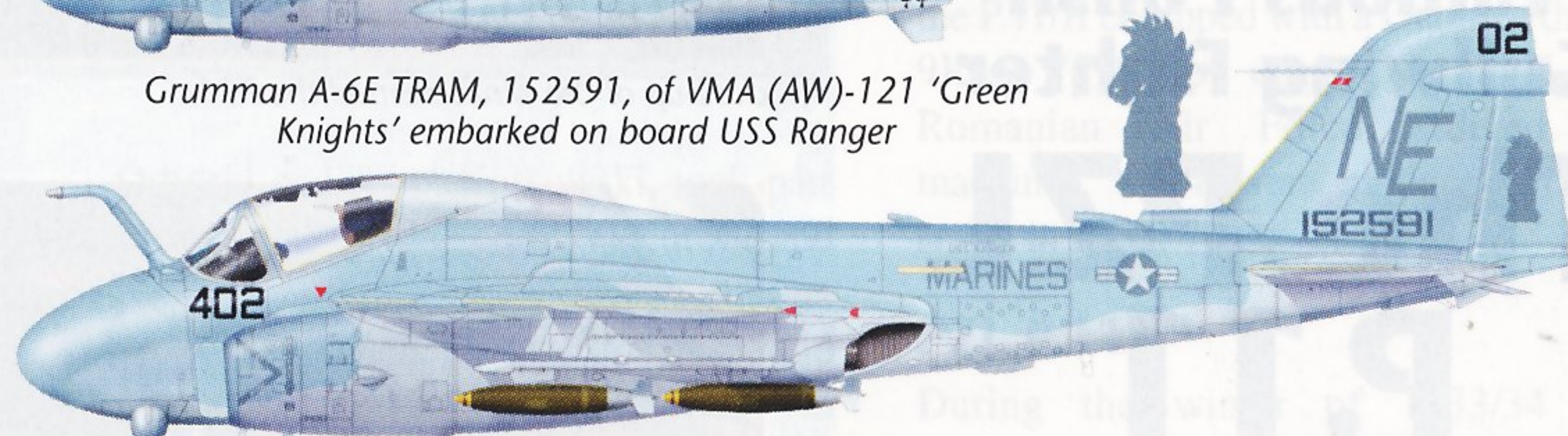
Richard J. Caruana



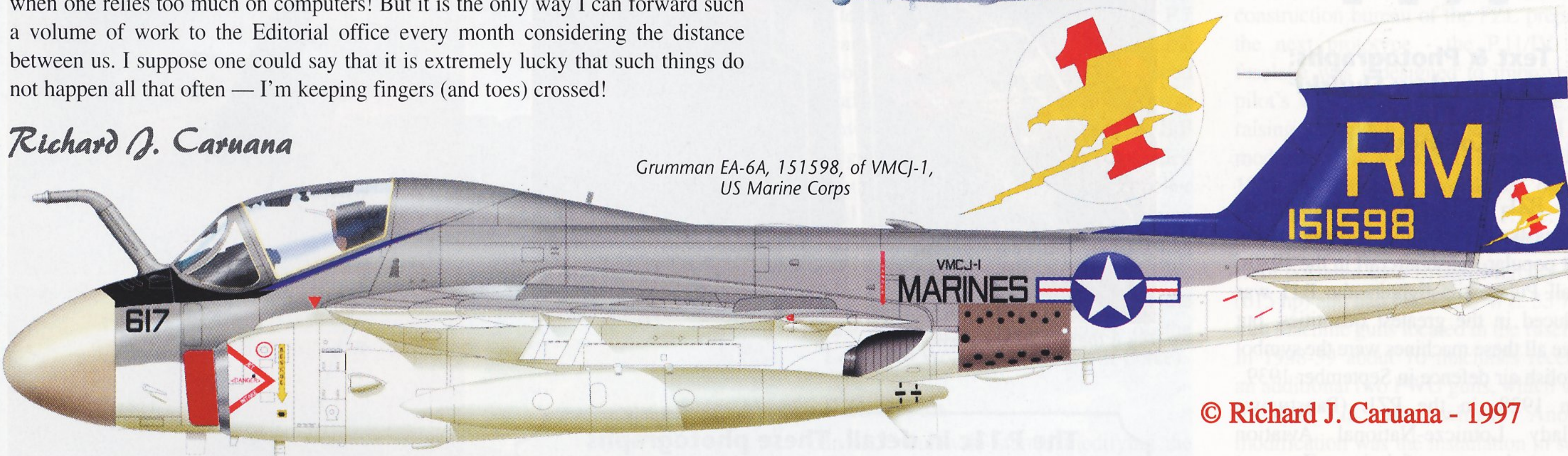
Grumman A-6A, 151782 of VA-115
on board USS Midway (CVA-41) in 1970



A-6E TRAM, 152925, of VA-95 'Green Lizards'
on board USS Enterprise in the FS.363320/36375 colour scheme

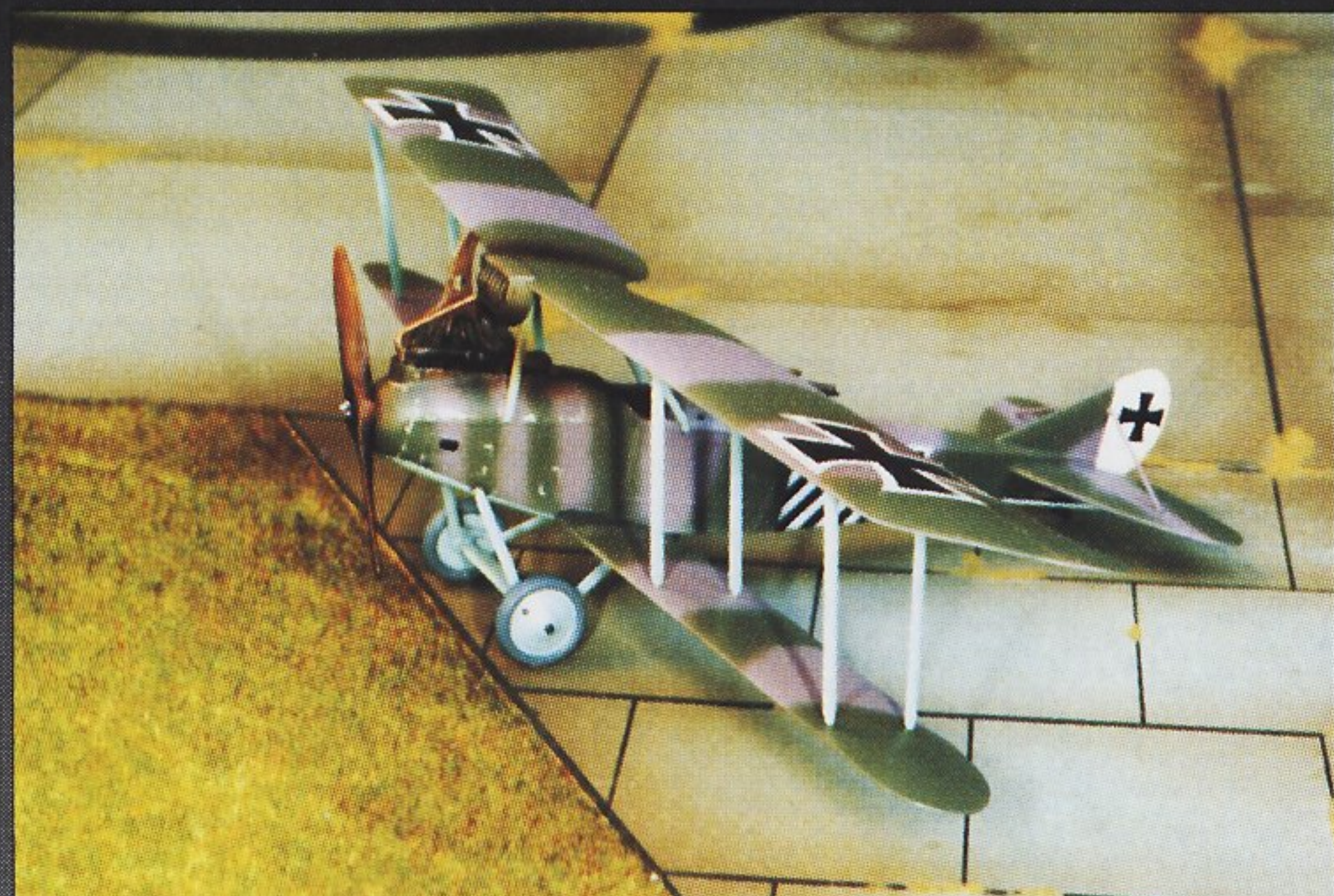


Grumman A-6E TRAM, 152591, of VMA (AW)-121 'Green Knights'
embarked on board USS Ranger



Grumman EA-6A, 151598, of VMCJ-1,
US Marine Corps

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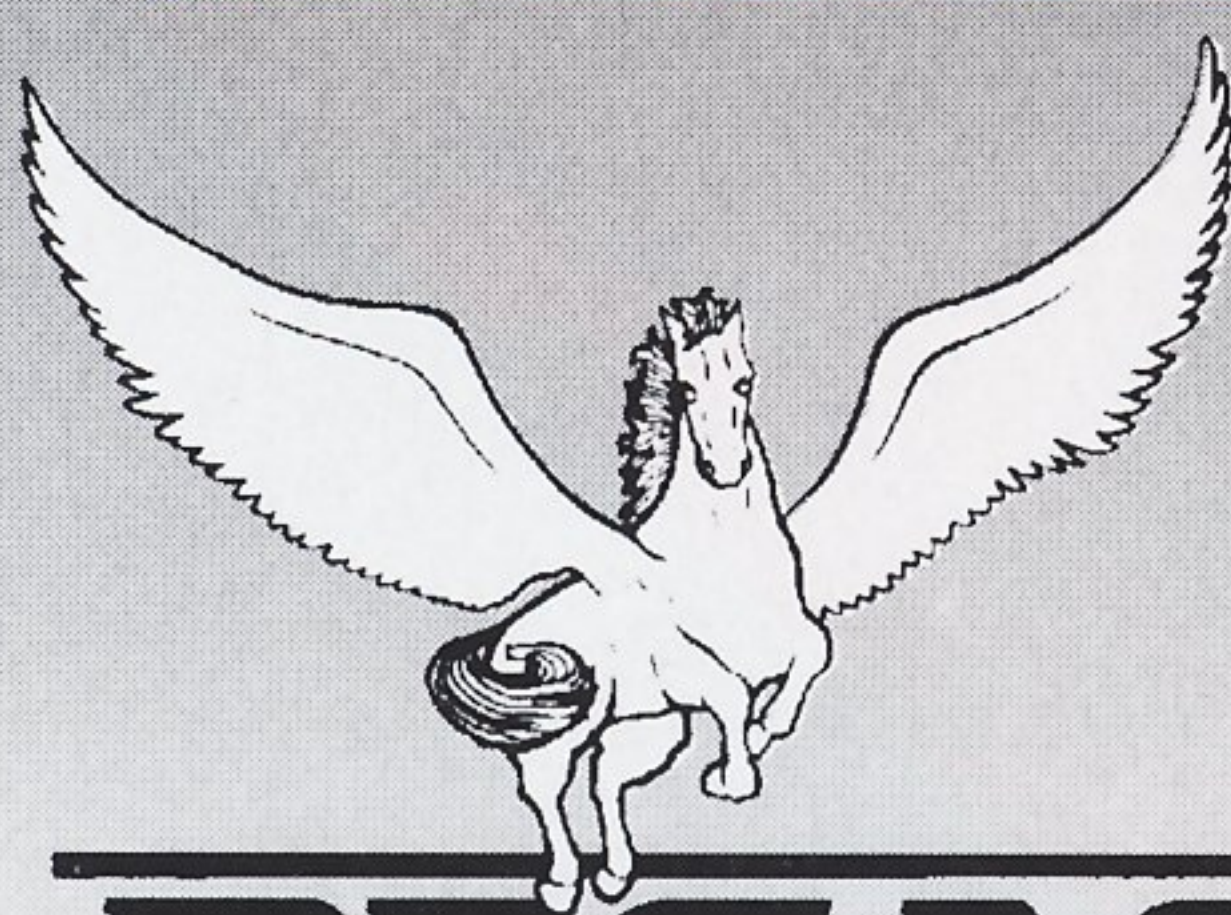
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In CloseUp

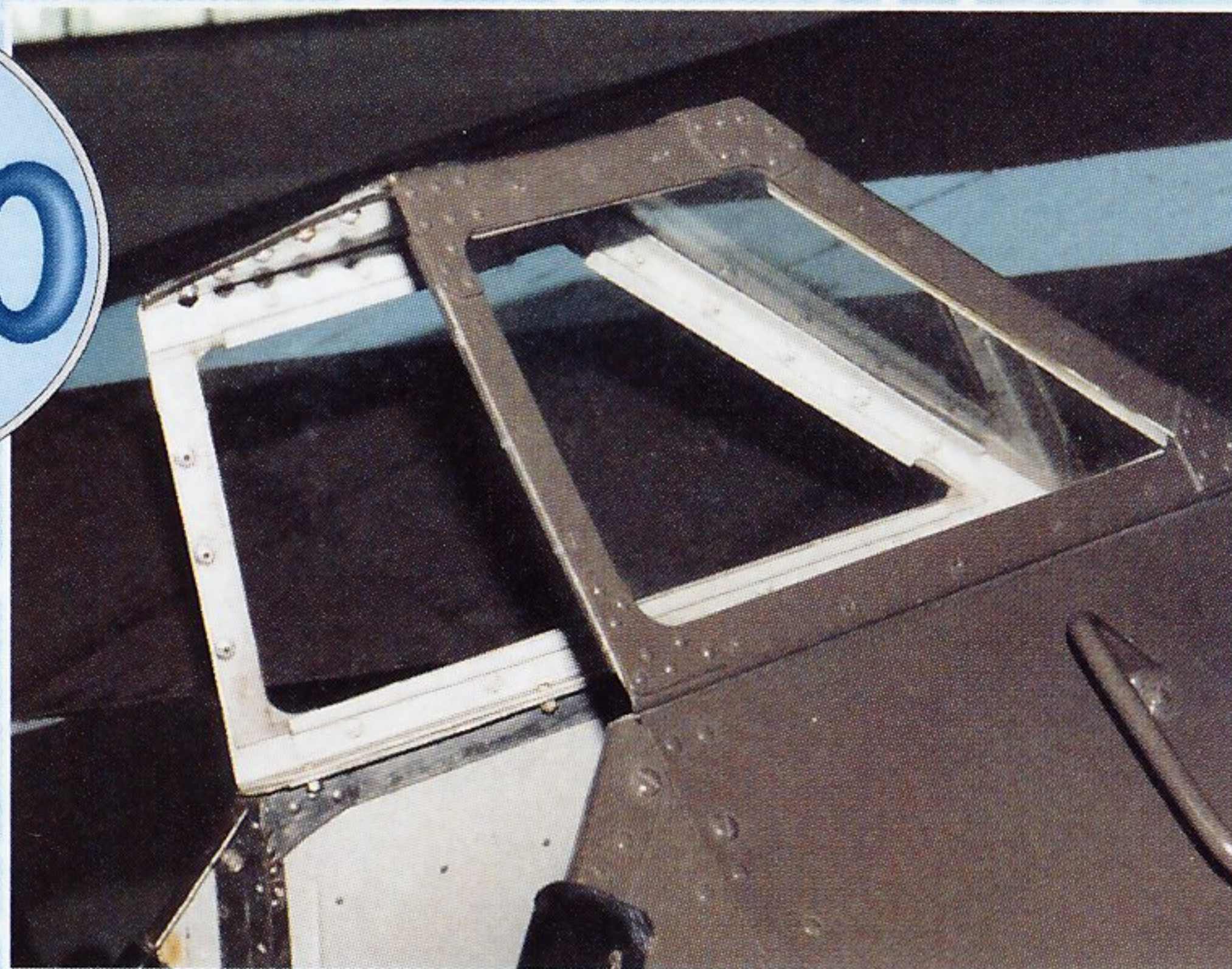
Famous Polish Gullwing Fighter

The PZL P.11

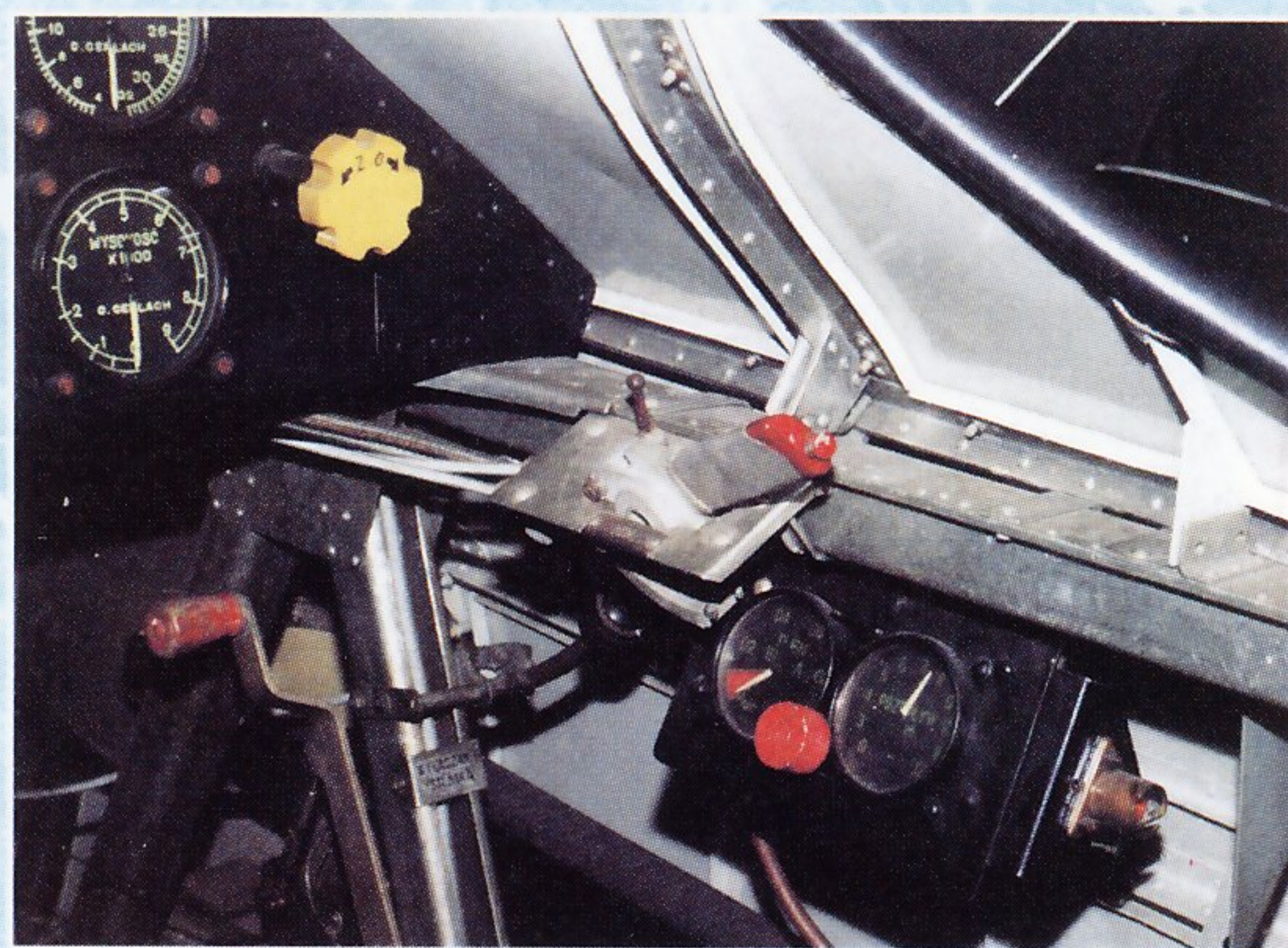
Text & Photographs:
Przemysław Skulski
Scale Plans: Jerzy
Kolanowski

The PZL P.11, well known as "Jedenastka" (Eleventh), was one of the most popular Polish aircraft in the 1930s. Of all Pulawski's fighters the P.11 was produced in the greatest quantities, but above all these machines were the symbol of Polish air defence in September 1939.

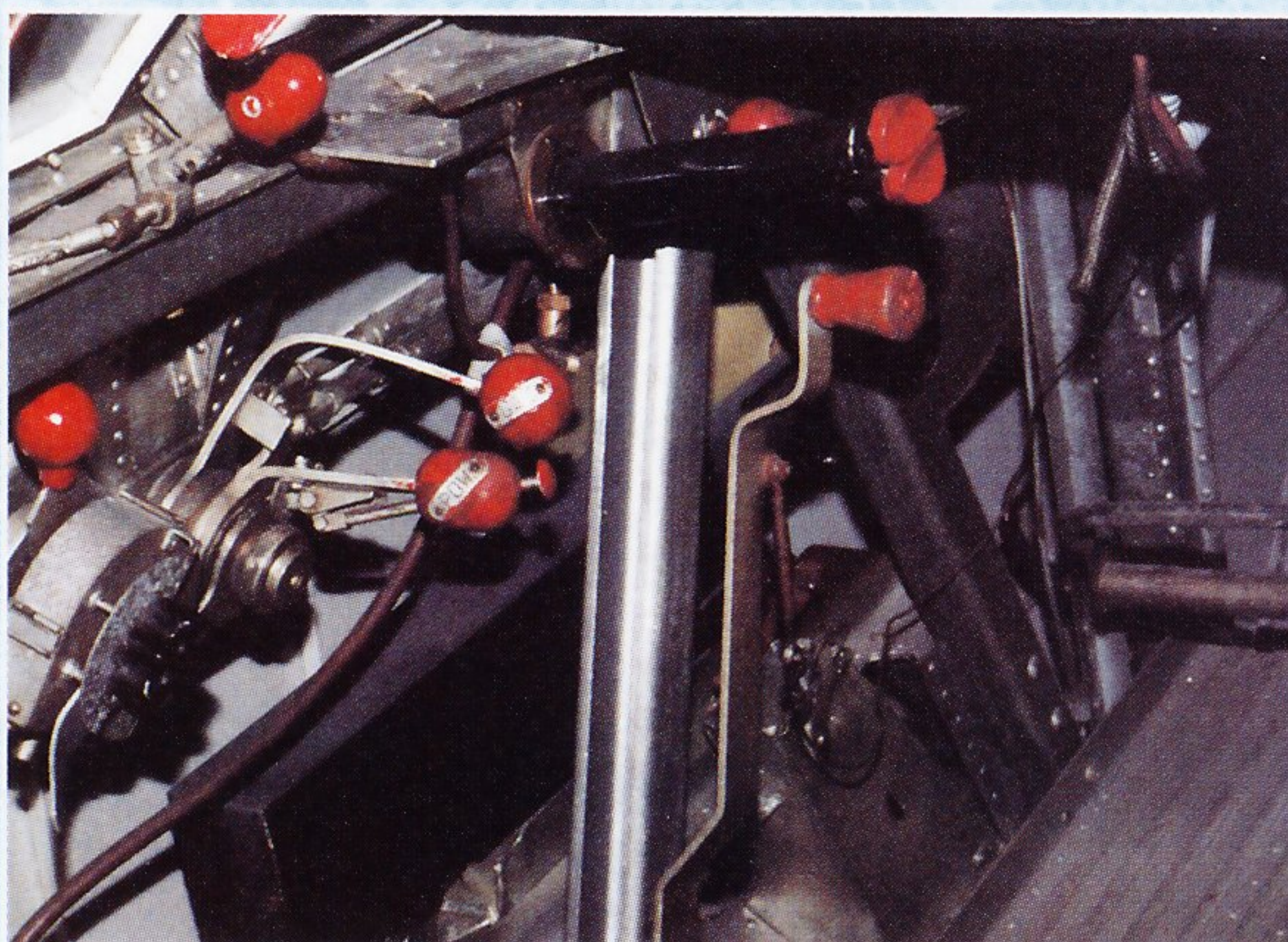
In 1928, in the PZL (Panstwowe Zakłady Lotnicze-National Aviation Factory), the career of designer Zygmunt Pulawski began. His first fighter, P.1, constructed in 1929, was an all metal, high wing monoplane with open cockpit and fixed undercarriage. Most noteworthy was the unique gull-wing, which later became internationally famous as the "Polish Wing" or "Pulawski Wing". This machine was powered by one Hispano-Suiza 12Lb in-line engine (600 hp) and out-performed at the Fighter Contest in Bucharest competitors such as the British Bristol Bulldog, French Dewoitine D.27, Dutch Fokker D.XV, German Junkers K-47 and Czechoslovakian Smolik S-31. Only two prototypes of that interesting machine were built. The next machines designed by Pulawski: P.6 and P.7, were powered by radial engine Bristol Jupiters built on license by Polish Works Skoda. The prototypes of the P.6 flown by well known Polish test pilots, Boleslaw



close-up of the windscreen of the P.11c

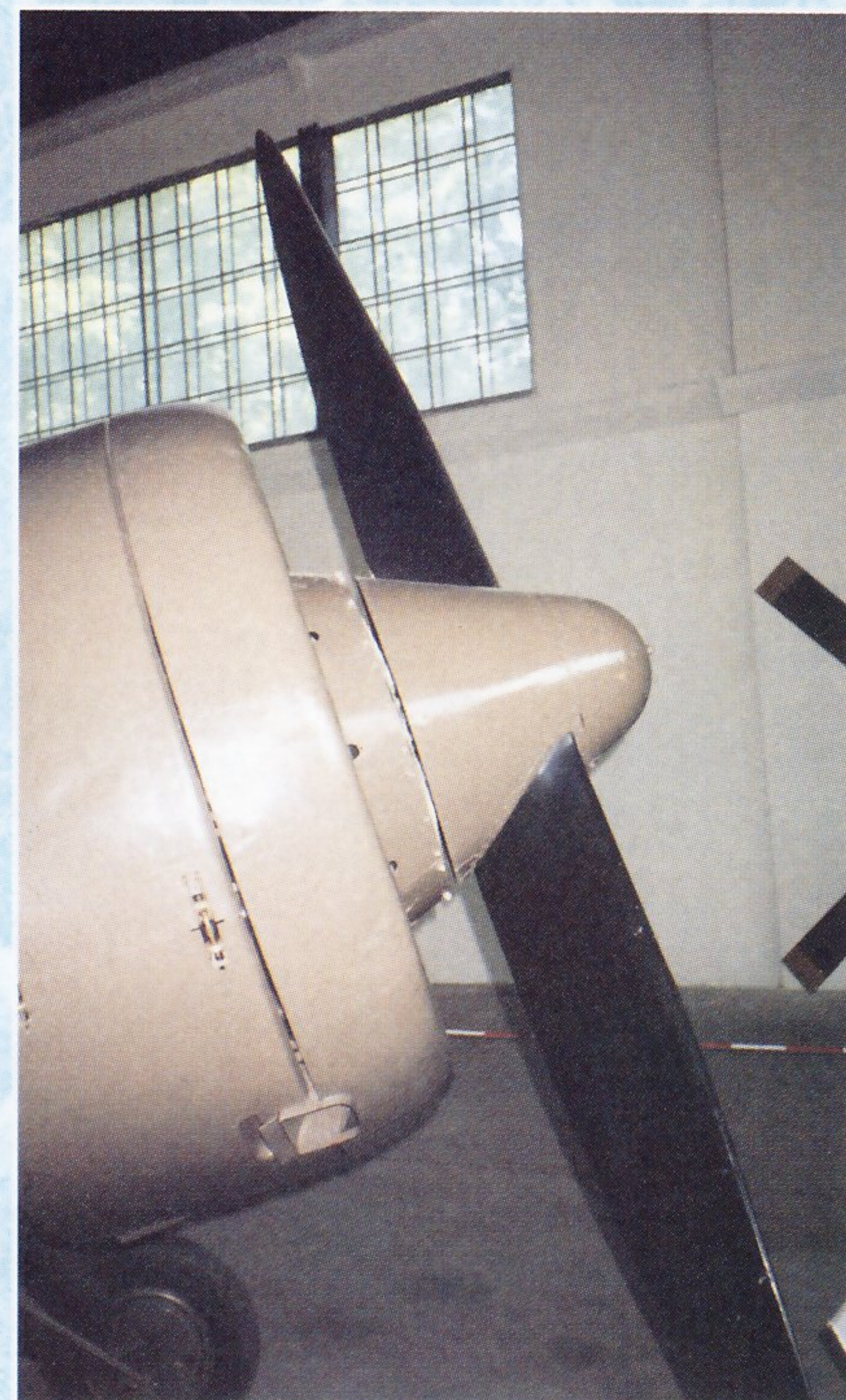


This view shows the starboard sidewall of the cockpit



This is the port cockpit sidewall

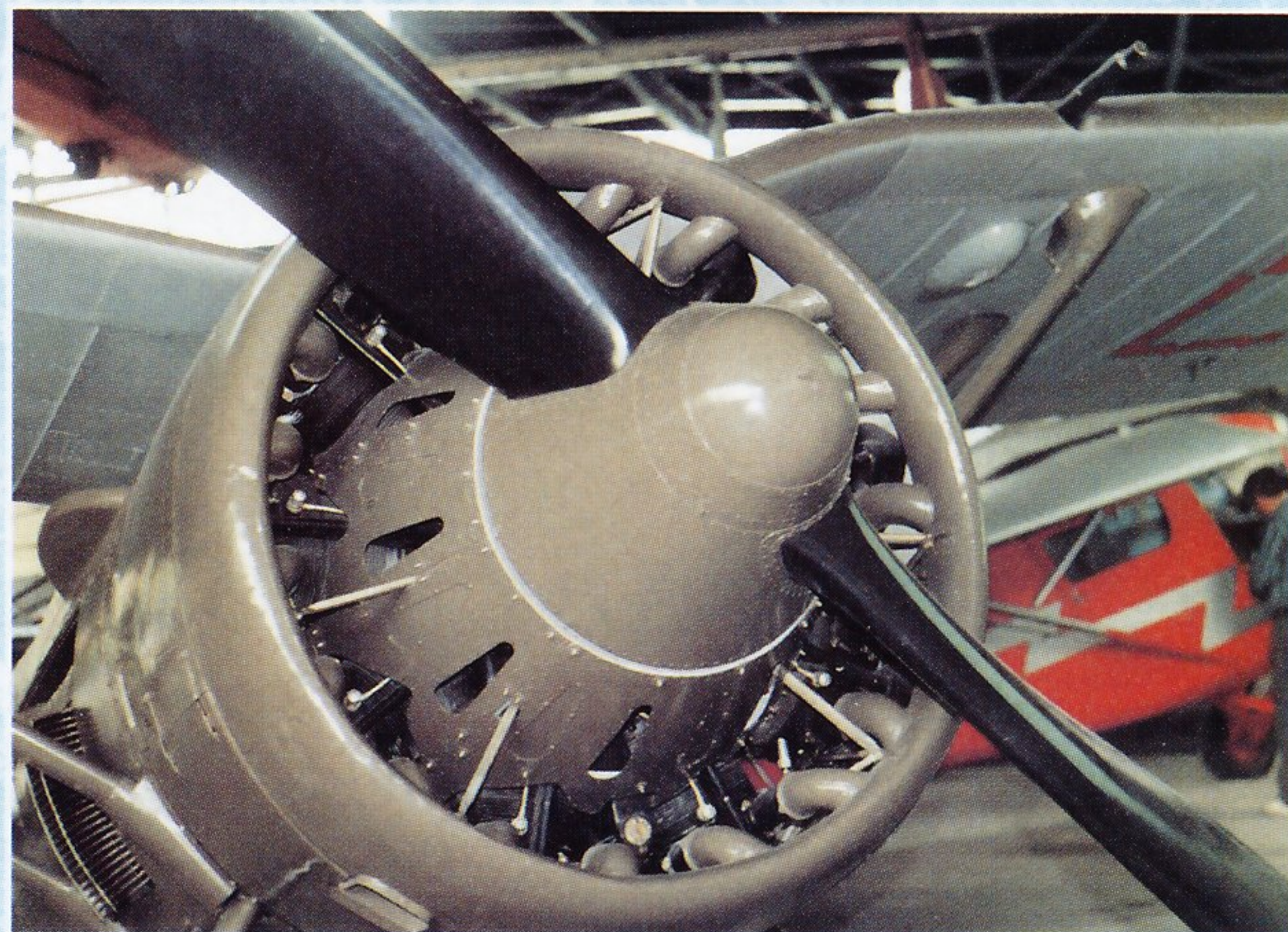
The P.11c in detail. These photographs depict the sole remaining example of the type, which is currently on display at the Muzeum Lotnictwa Polskiego.



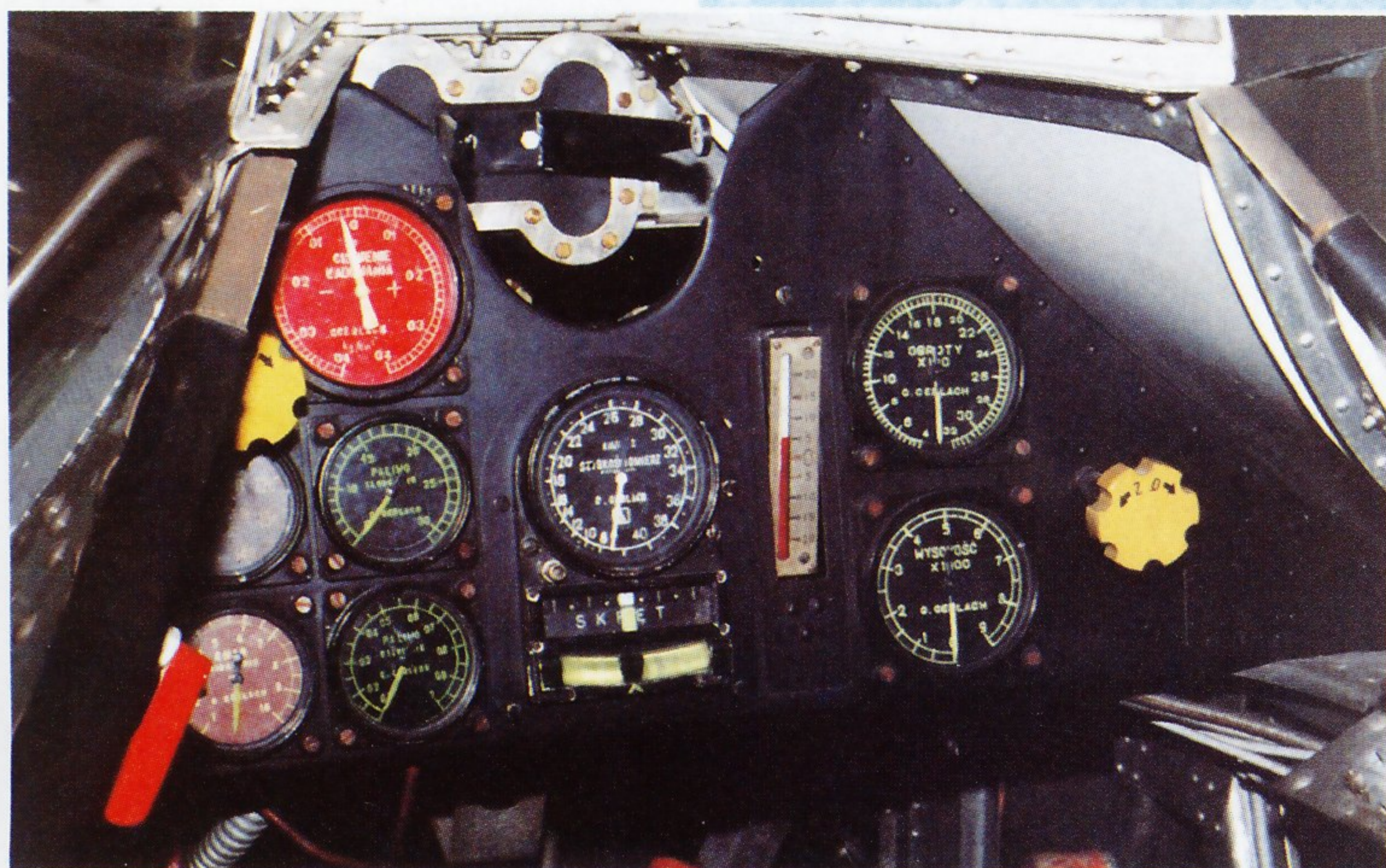
The Szomanski wooden propeller



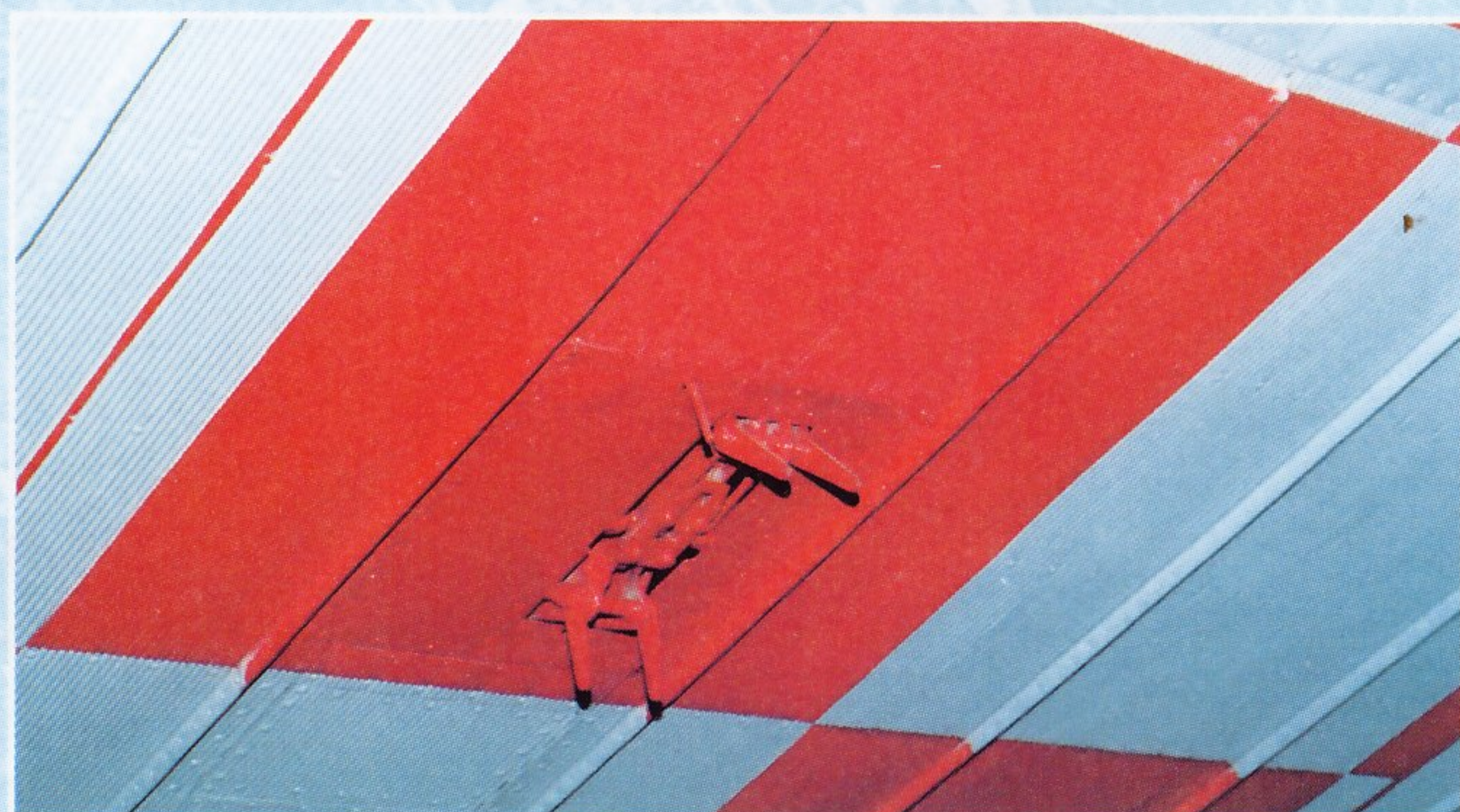
The cooling louvres in the side of the fuselage



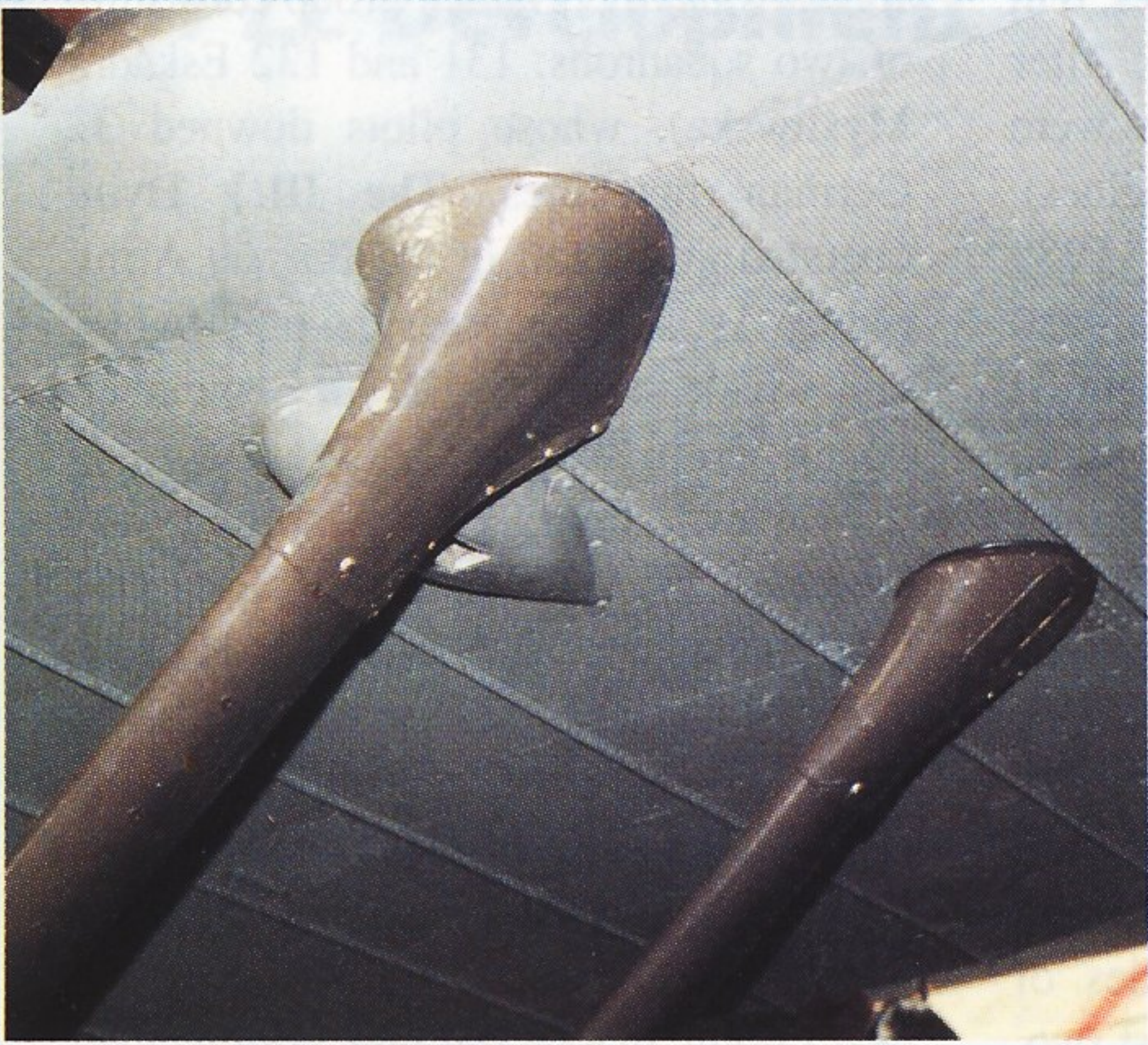
A front view of the engine



The main instrument panel



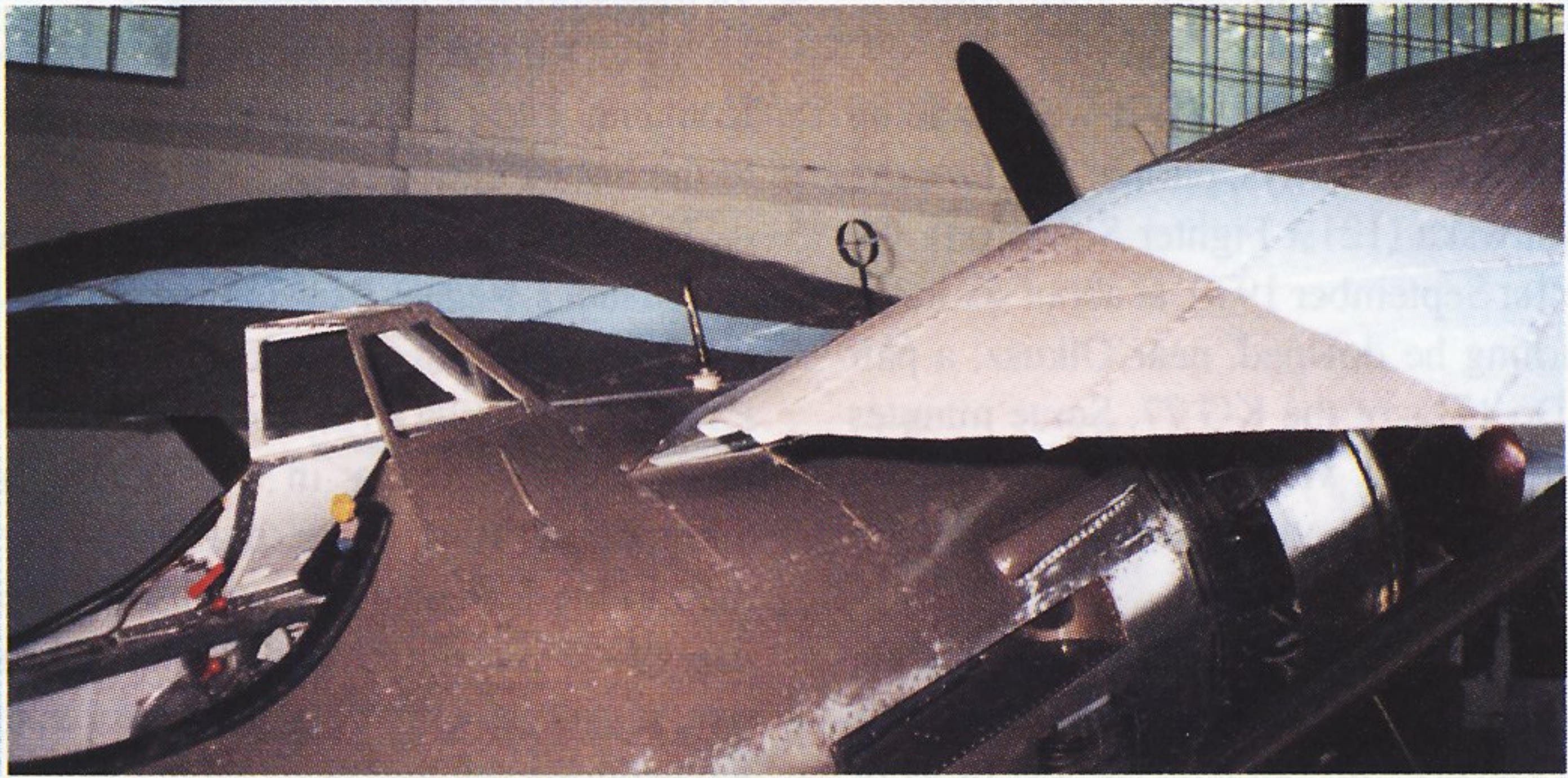
The bomb rack outboard, under the wing



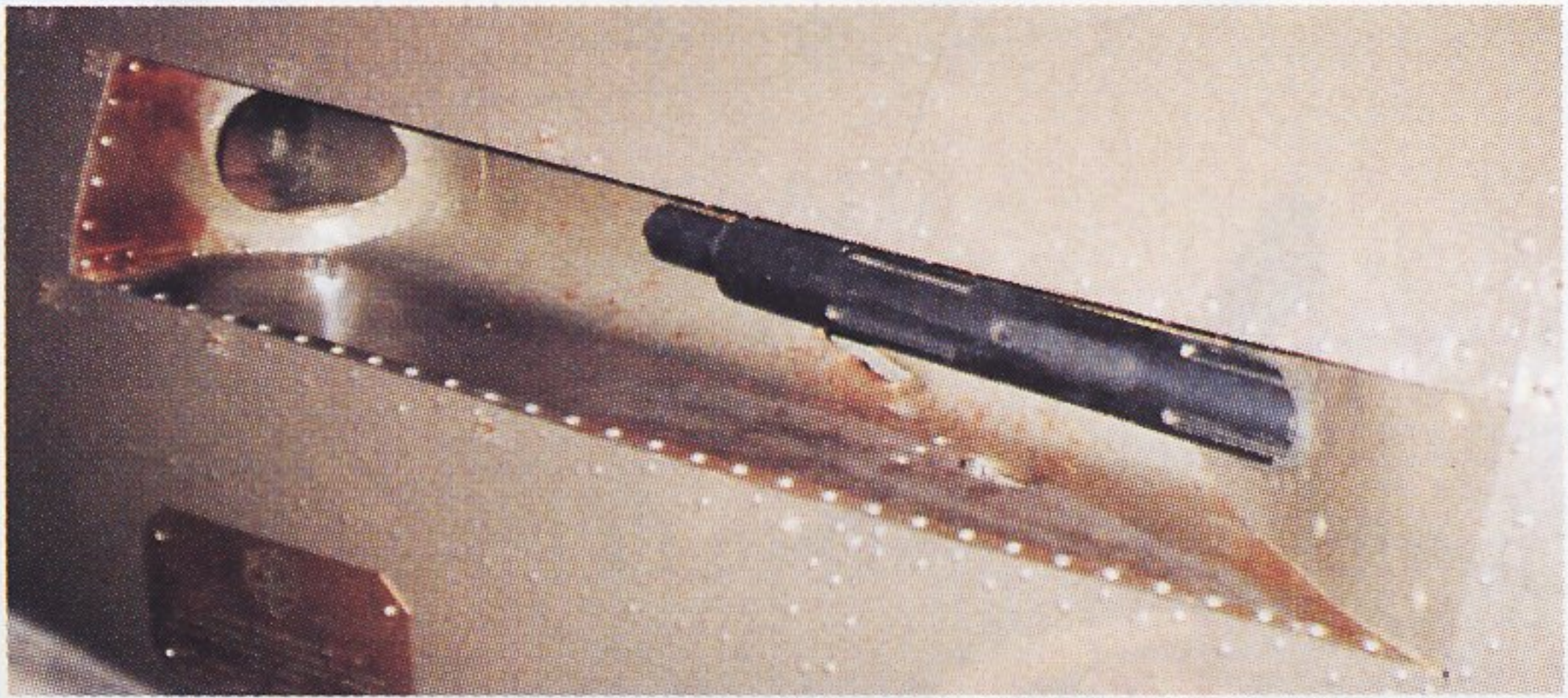
The wing strut attachment fairing



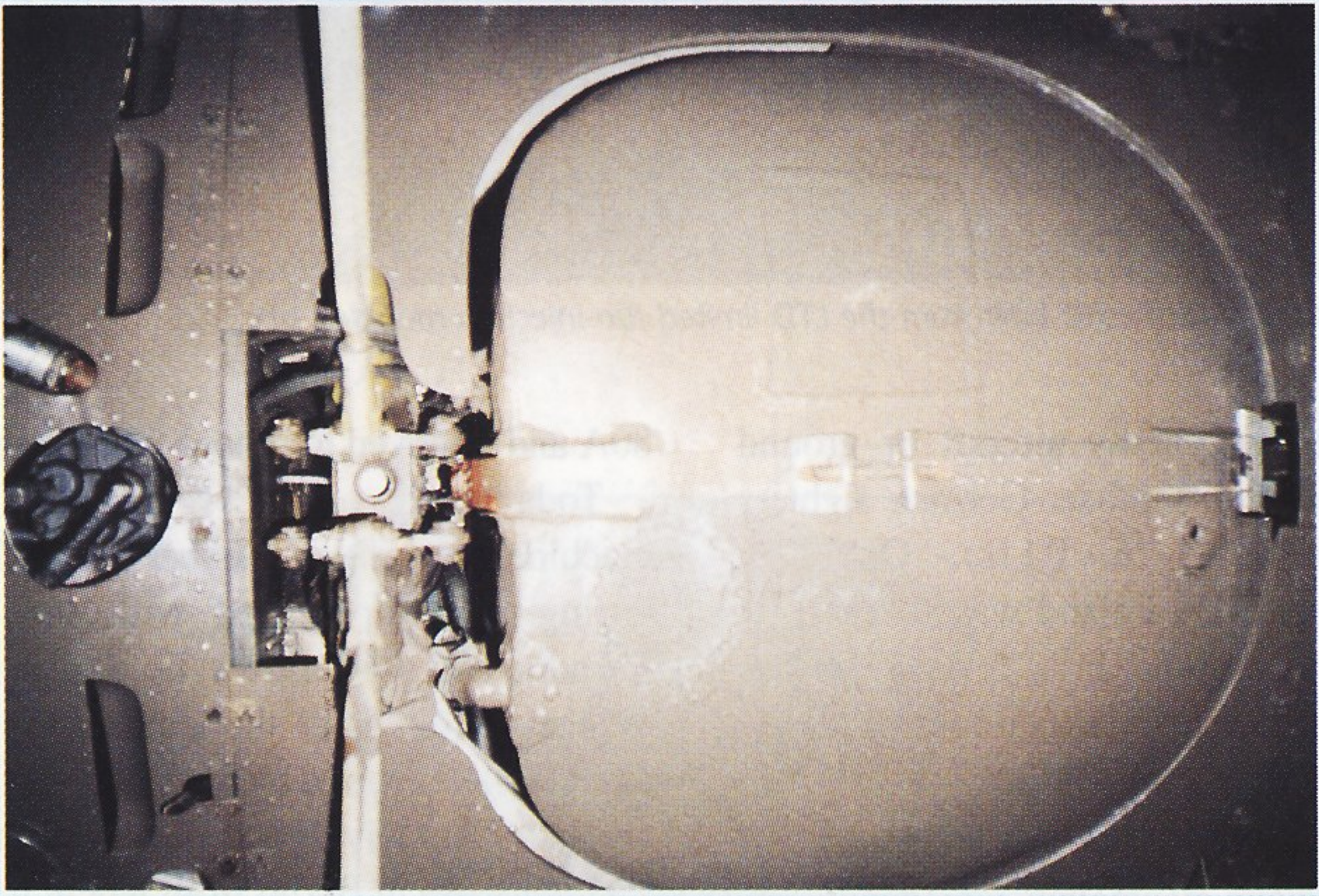
The rear fuselage with the tailskid



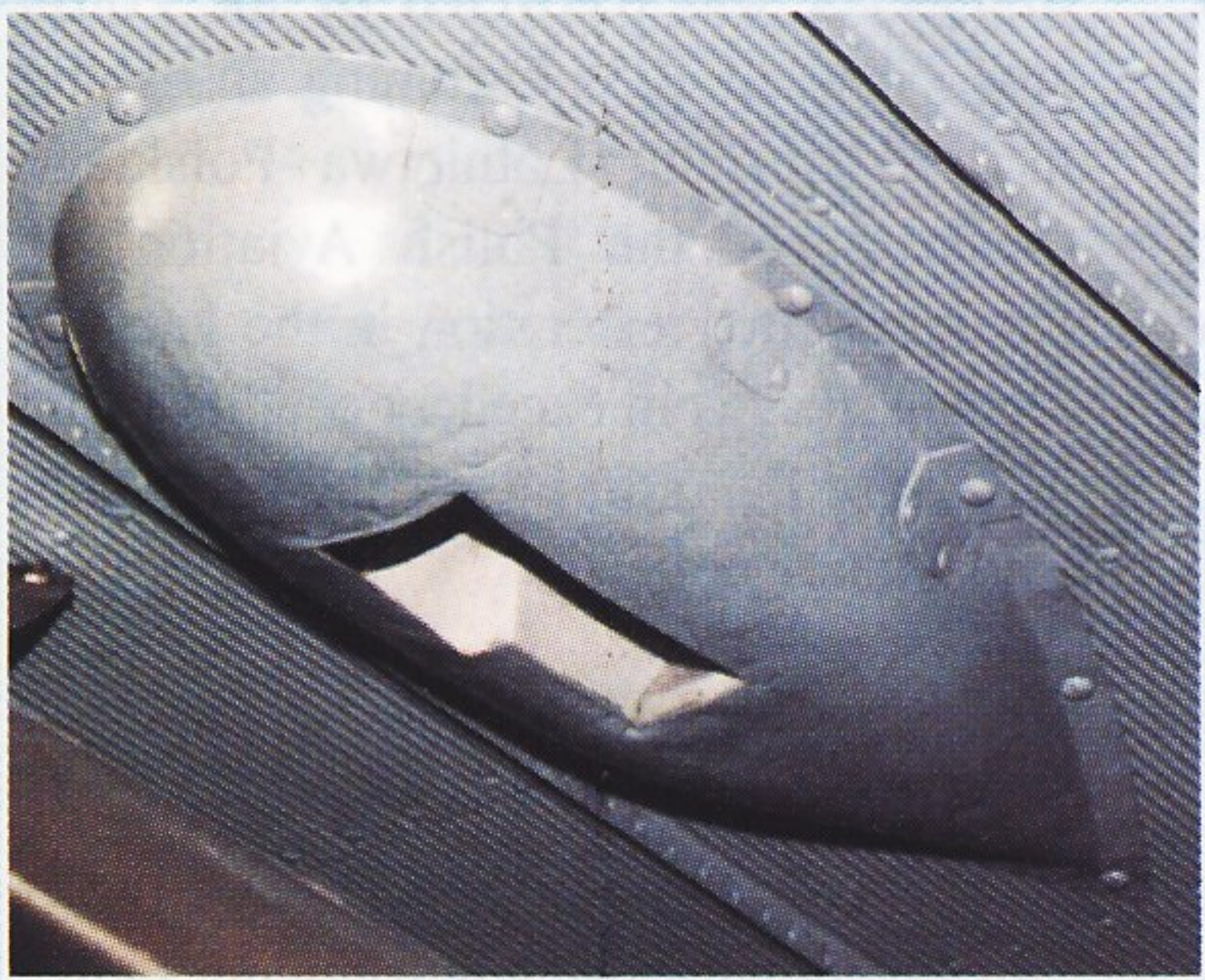
characteristic 'gull wings' of the P.11



The PWU Wz. 33 machine gun in the fuselage

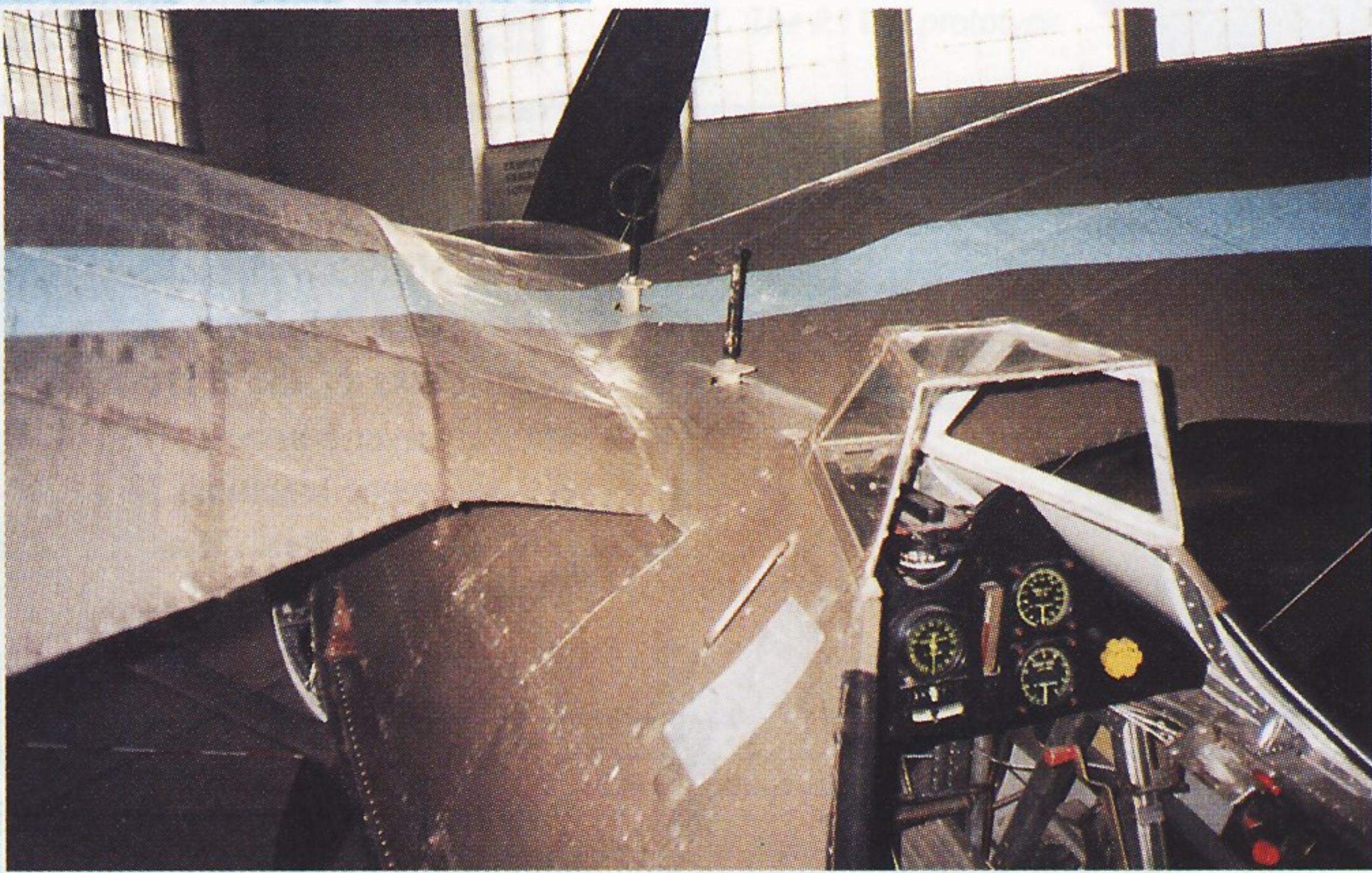


The jettisonable fuselage main fuel tank (310 litre)



The ammunition cartridge ejection chute blister under the wing

A view over the wings. Note the bead and ring sight



Orlinski and Jerzy Kossowski, took part in many aviation meetings in Europe and the USA (for example at Le Bourget International Air Salon in 1930 and during The National Air Races in Cleveland, Ohio in 1931). The PZL P.7 was not so famous, but after some modifications a series was produced under designation P.7a. The P.7a was powered by the Skoda-built Jupiter VII.F engine, which drove a two-bladed wooden Szomanski fixed pitch propeller and its armament comprised two 7.7mm Vickers E guns with 700 rpg, located in the fuselage. In 1932-33 the PZL manufactured 149 machines. It was the first modern, all metal fighter of the Lotnictwo Wojskowe (Polish Air Force).

PZL P.11a

In 1930 Pulawski started modifying the P.7a with a more powerful radial engine, however in March of 1931 this brilliant designer was killed in an accident flying his amphibious PZL P.12. His place was taken by Wsiewolod Jakimiuk, who finished the work on the successor to the P.7a. In June 1931 the P.11/I prototype was tested by Boleslaw Orlinski. It was a modified P.6 with strengthened fuselage and new radial engine - the Gnome-Rhone (Bristol) Jupiter 9asb (480 hp). This machine was presented at many aviation meetings and several countries (Greece, Portugal, Turkey and Yugoslavia) were seriously interested in it. In Autumn of 1931 the second prototype - the P.11/II was ready. It was powered by the Bristol Mercury IVA (517 hp). In June 1932 the third prototype - the P.11/III, powered by the Bristol Mercury IVA with Townend ring, was flight tested. The armament was the same as that of the P.7a - two Vickers E 7.7mm machine guns, located in the fuselage. This machine was a master for a series of

versions, designated P.11a. They were powered by Mercury IVS2 (590 hp) engines. Because of bad performance, which was not much better than the P.7as the Lotnictwo Wojskowe only ordered 50 machines. In Autumn of 1934 the first machines were allocated to 111 Eskadra Mysliwska (111th Fighter Squadron) based in Warsaw.

PZL P. 11b

This was a version prepared for the Aeronautica Regala Romana (the Royal Romanian Air Force). The prototype was the P.11/II equipped with a Gnome-Rhone 9Krsd (595 hp) engine. In total the Romanian Air Force ordered 50 machines, which were produced in two series in 1933.

PZL P.11c

During the winter of 1933/34 the construction bureau of the PZL prepared the next prototype - the P.11/IV. The fuselage was redesigned to improve the pilot's view by lowering the engine and raising the pilot's seat. The new tail and modified wing were also introduced. In 1934 the Lotnictwo Wojskowe ordered 175 machines designated P.11c. The production was completed in 1936. They were powered by a Bristol Mercury VS2 (615 hp) and had two PWU WZ. 33 7.92 mm machine guns located in the fuselage. In 1938-39 about 10 machines received an additional two PWU guns, which were installed in the wings. Another modification was the installation in some aircraft of NIL/M radios produced by Phillips (Poland). These machines had an additional panel on the right side of the fuselage, just behind the cockpit.

PZL P.11f

On the P.11/IV prototype was tested the IAR K9 engine (license version of the Gnome-Rhone produced in Romania) and it was the prototype of the P.11f. This new version was for the Aeronautica Regala Romana. These machines were armed with 4 FN-Browning machine guns (two in the fuselage and two in the wings). The P.11f were not produced in Poland. All 80 machines were manufactured on license in Romania, in the IAR factory at Brasov.

PZL P.11g Kobuz

The problems with the P.50 Jatrzab (Hawk) - the new Polish fighter, was the reason behind the rapid preparation of the modified version of the P.11c. The new machine was powered by the Mercury VIII (850 hp) and the maximum speed increased to nearly 400 km/h. The standard armament consist of four PWU machine guns. Another modification was the cockpit hood, which was similar to the P.24 (not open like the P.11). The prototype named Kobuz (Hubby) was tested in the Summer of 1939, and production was planned for 1940. In the September Campaign the only Kobuz was flown by Henryk Szczesny of Deblin Group, who downed two German bombers (on 14th and 15th September 1939).

"Jednostka" in action

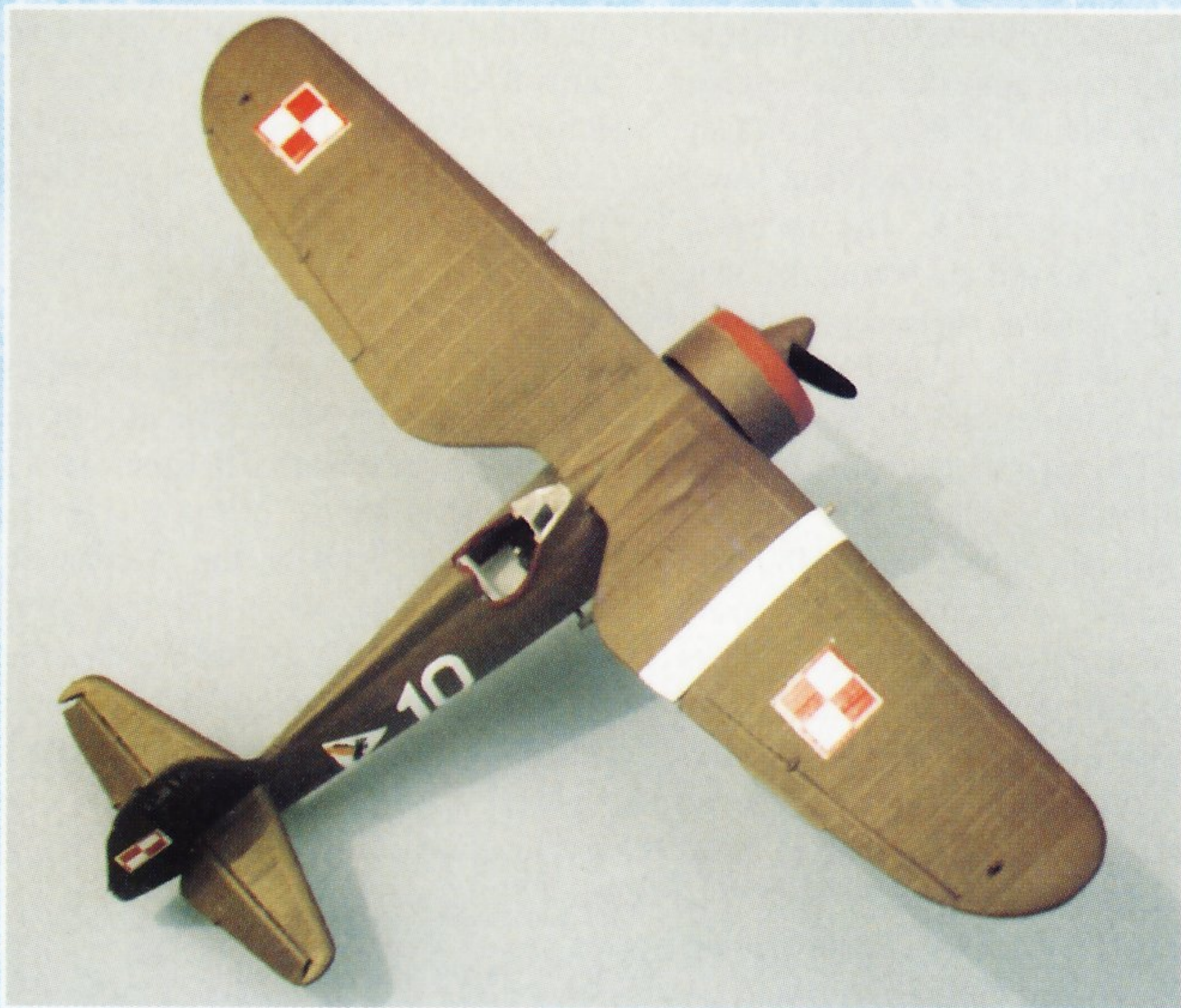
In September of 1939 the Lotnictwo Wojskowe had 173 P.11a's and c's (128



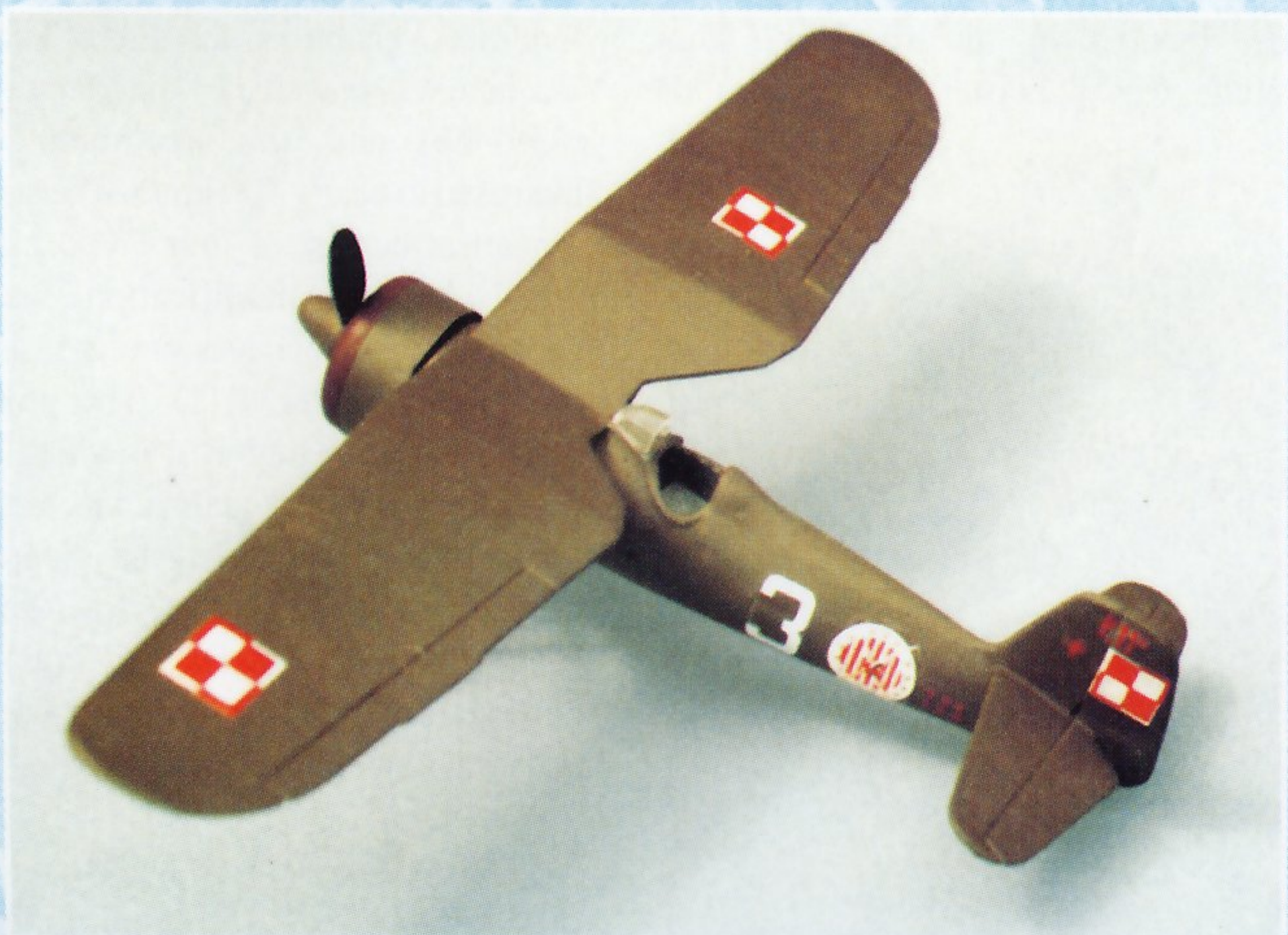
The P.11c in 1/72nd scale built as a conversion of the Heller kit



The P.11c in 1/72nd scale built from the ZTS Siedlce kit



The standard P.11c produced by Encore (ex-Heller)



The P.11a built from the vac-form kit produced by JMK

in combat units, 32 in remount bases, 6 in aviation schools and 7 in reserve). After many years of service the machines were in bad condition (especially the engines). There is no doubt that in 1939 "Jedenastka" was an old fashioned fighter, for example the Messerschmitt Bf 109E-1 was faster by about 200 km/h. The main advantage of the Polish fighter was manouvability, much better than any German aircraft. Another trump was the excellent skill level of Polish pilots, which were well prepared for hard combat. Before the war many Polish fighter squadron pilots were trained in mock combat with large quantities of 'enemies' (for example; one against two, two against five). Poles also trained for aerial combat in big formations - squadron against squadron.

The first 'kill' in WWII was made by Lt. Wladyslaw Gnys, pilot of 121 Eskadra Mysliwska (121st Fighter Squadron). On the 1st September 1939, at about six in the morning he downed, near Olkusz, a pair of Do 17Es of the KG 77. Some minutes later the first victories were scored by pilots of Brygada Poscigowa (Pursuit Brigade) over Warsaw.

Overall, in the September Campaign, pilots of the P.11 destroyed no fewer than 147 German aircraft with the loss of 97 of their own fighters. 58 of them were

III/3 Dyon (III/3 Fighter Group consisting of two squadrons: 131 and 132 Eskadra Mysliwska), whose pilots downed 32 German machines. The III/3 Dyon operated as aircraft of the Poznan Army (Army Aviation) and was the only fighter unit which fought until 17th September, taking part in the battle on Bzura.

Warsaw, the Polish capital, was protected by the Pursuit Brigade. This unit consisted of 5 Squadrons, 111, 112, 113, 114 and 123 (this one equipped with the P.7a). The Poles prepared a special early warning system based on observers' posts. The Brigade fought over Warsaw for 6 days and were later evacuated to near Lublin. In total this unit, commanded by Stefan Pawlikowski, scored about 50 victories but lost many machines.

About 40 machines were evacuated to Romania, 1 to Latvia, 1 to Hungary and 1 to the Soviet Union.

The P.11s were used in combat by the Aeronautica Regala Romana too. In 1941 the Romanian first line units had about 50 P.11f's and c's (the P.11c from Poland were interned in Romania in 1939). In the Summer of 1941 these machines were used in the Eastern Front against the Red Army. The main role was support of the ground forces. The P.11s were especially active during the attack on Odessa. In 1942 "Jedenastka"s were replaced by the IAR-



The P.11c in 1/48th scale built from the LTD limited run injection moulded kit

destroyed by enemy aircraft or ground fire (in aerial combats German fighters downed only 26 P.11s). On 17th September 1939 Poland was attacked by the Soviet Union. In a few skirmishes Poles downed no less than four machines with Red Stars.

The most successful pilots of the Lotnictwo Wojskowe during the September Campaign were Lt. Stanislaw Skalski (4 individual + 2 shared victories), Lt. Czeslaw Glowczynski (4 + 1), Lt. Hieronim Dudwal (4), Capt. Franciszek Jastrzebski, Lt. Wlodzimierz Gedymin, Warrant Officer Stefan Wapniarek, Lt Wojciech Januszewicz, Capt. Miroslaw Lesniewski and Maj. Mieczyslaw Mumler all scored 3 kills each. Pilots of the P.11 scored victories not only over bombers (He 111, Do 17, Ju 87) and recce machines (Hs 126, He 45), but also over deadly dangerous Messerschmitt Bf 109 and Bf 110s. It's also interesting that in September over Poland many famous Luftwaffe pilots were downed, like Dietrich Hrabak, Friedrich Geisshardt or Hans Philipp.

The most effective Polish unit was the

80A and removed to school-training units.

Today only one P.11 remains. This machine has military number 8.63, which during the war served with the 121 Eskadra and was flown by Polish ace Wacław Król. After the capitulation the aircraft was captured by the Wehrmacht and taken to Germany. It was displayed in the War Museum in Berlin from where it was evacuated as a result of Allied bombing. In 1945 it was recovered by the Polish authorities, in 1957 becoming an exhibit in the Muzeum Lotnictwa Polskiego (Museum of the Polish Aviation) in Krakow. After restoration in the late 80s "Jedenastka" is in excellent condition and it's one of the most interesting exhibits in that aviation collection.

Recommended kits

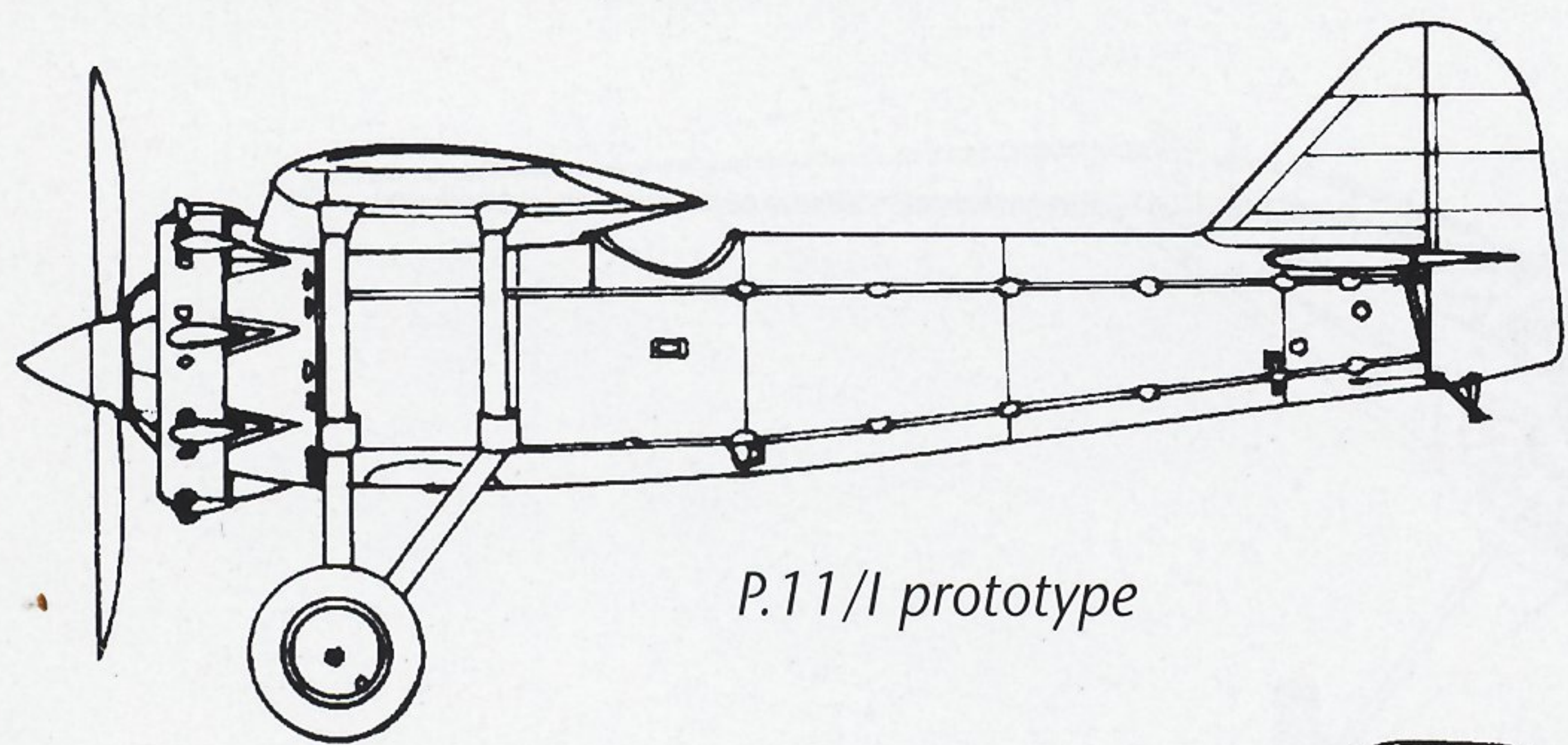
1:72

- P.11a - JMK (Vac-form kit with injected parts, not in production for many years)
- P.11c - ZTS Siedlce, Encore (ex-Heller)

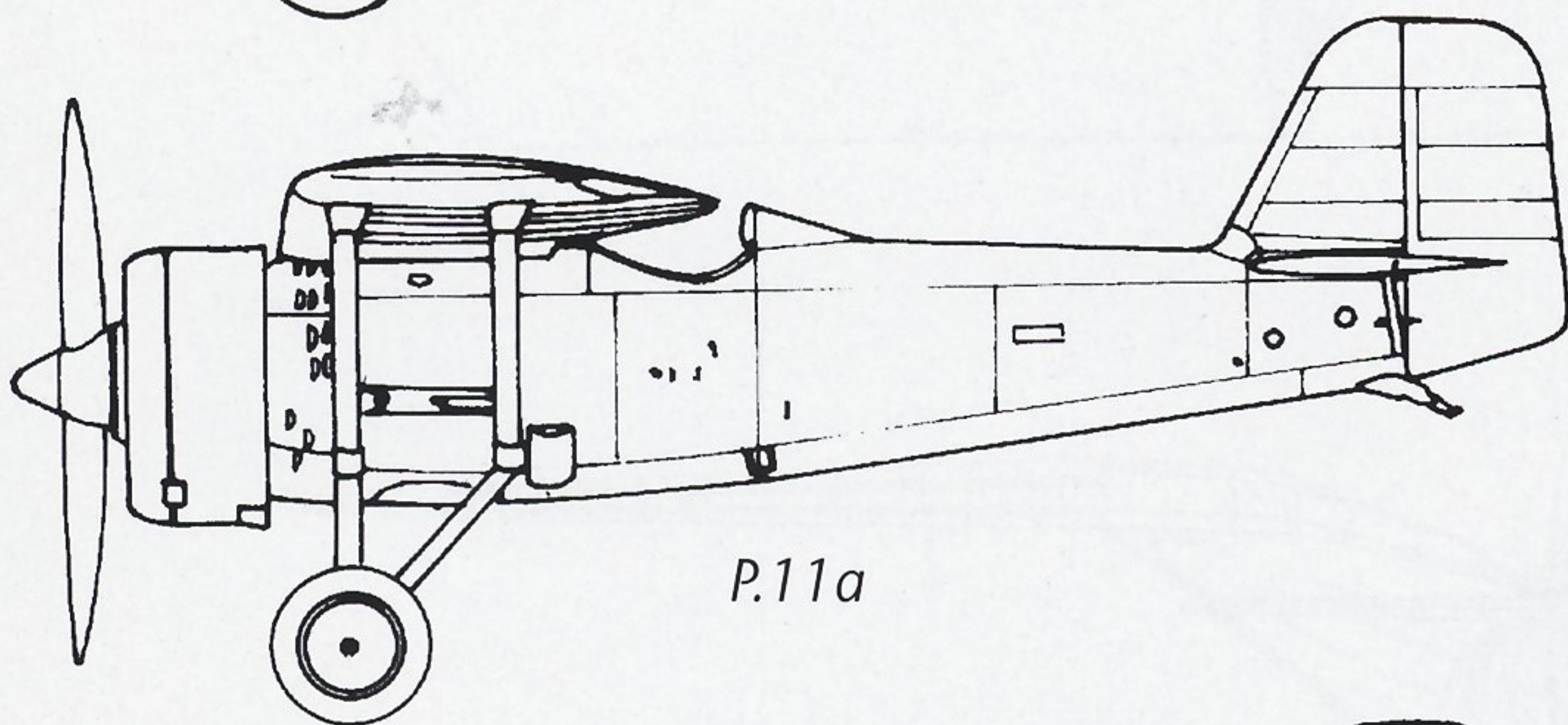
1:48

- P.11a - Broplan (Vac-form kit)
- P.11c - LTD Models (short run), Warrior Model (full resin kit)

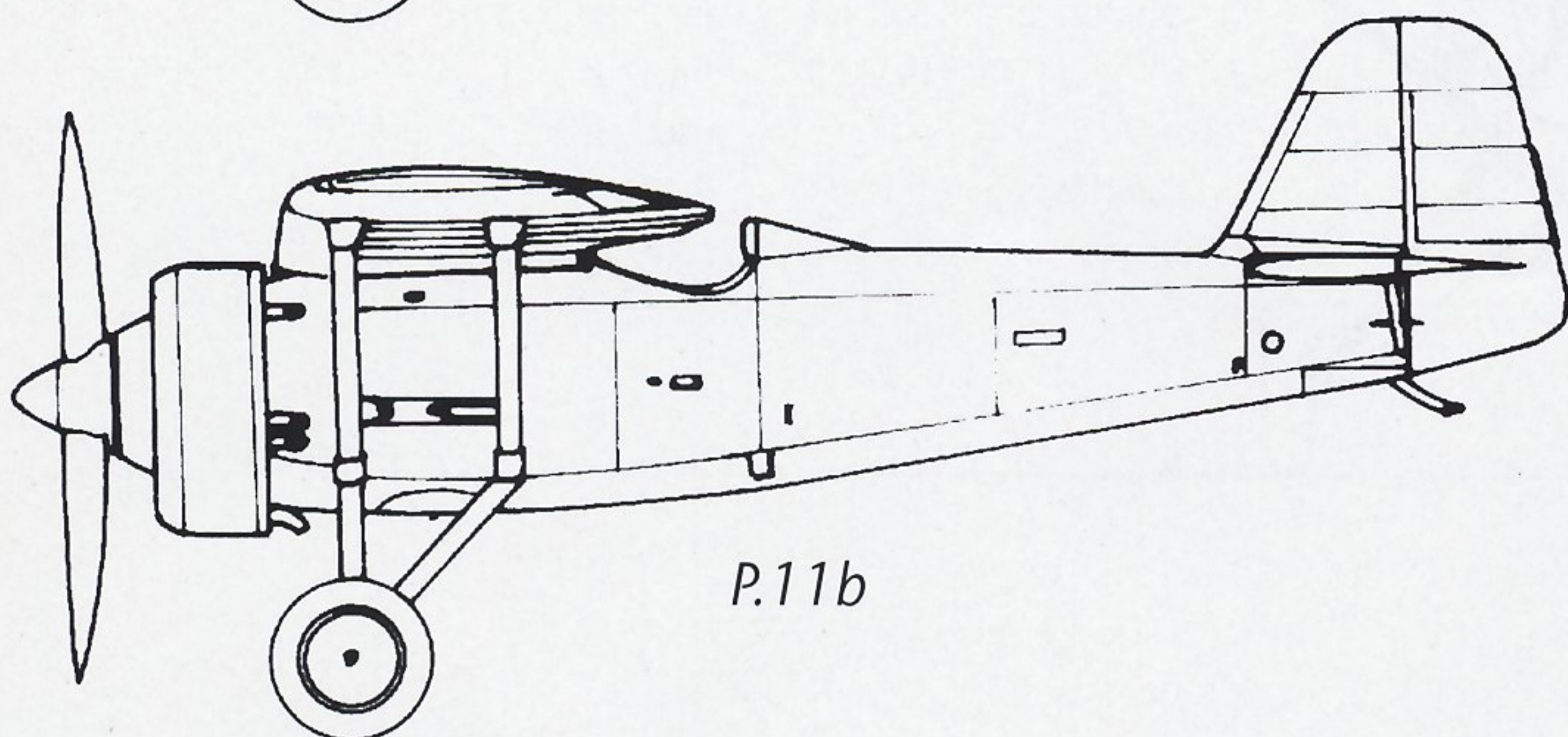
PZL Development



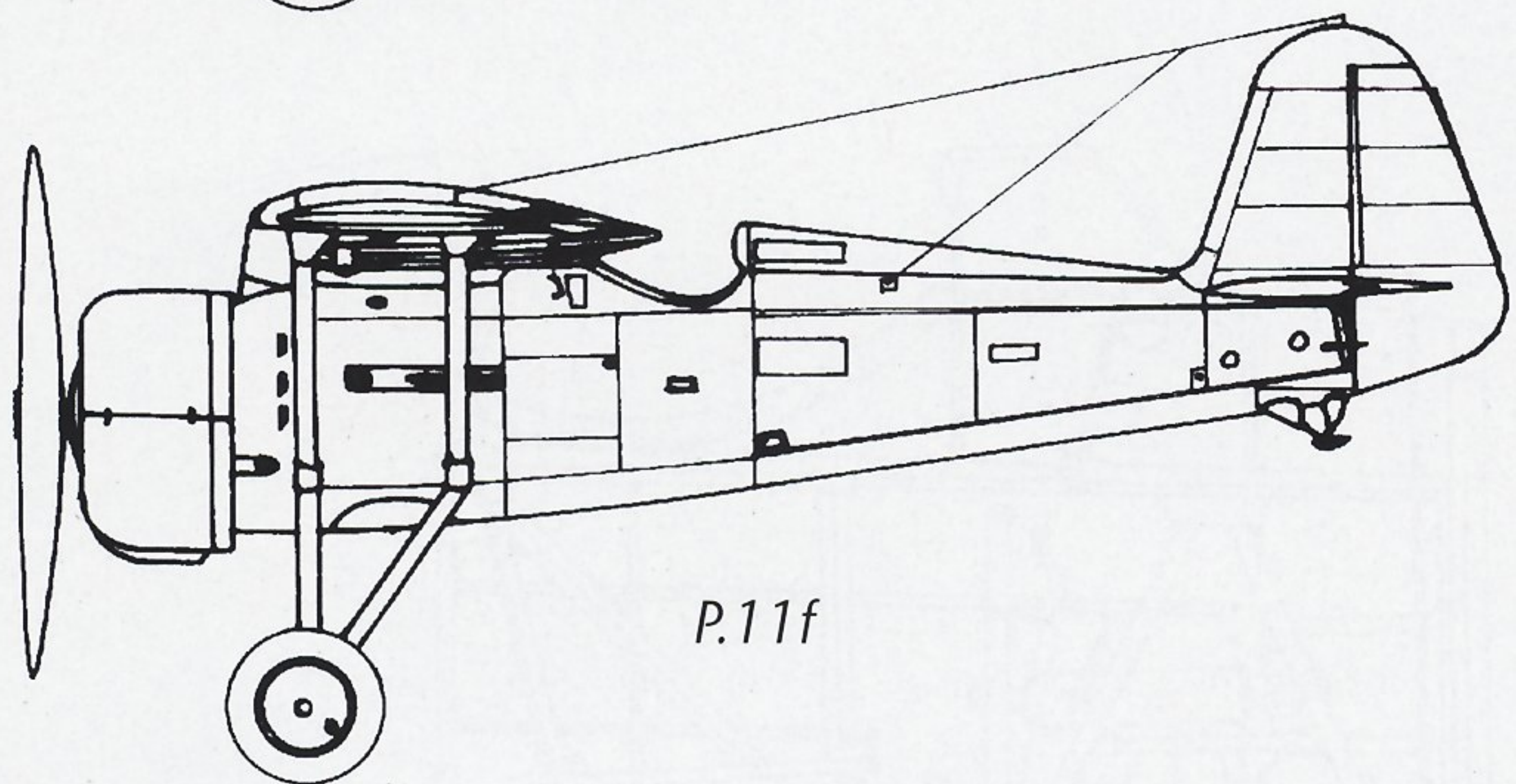
P.11/I prototype



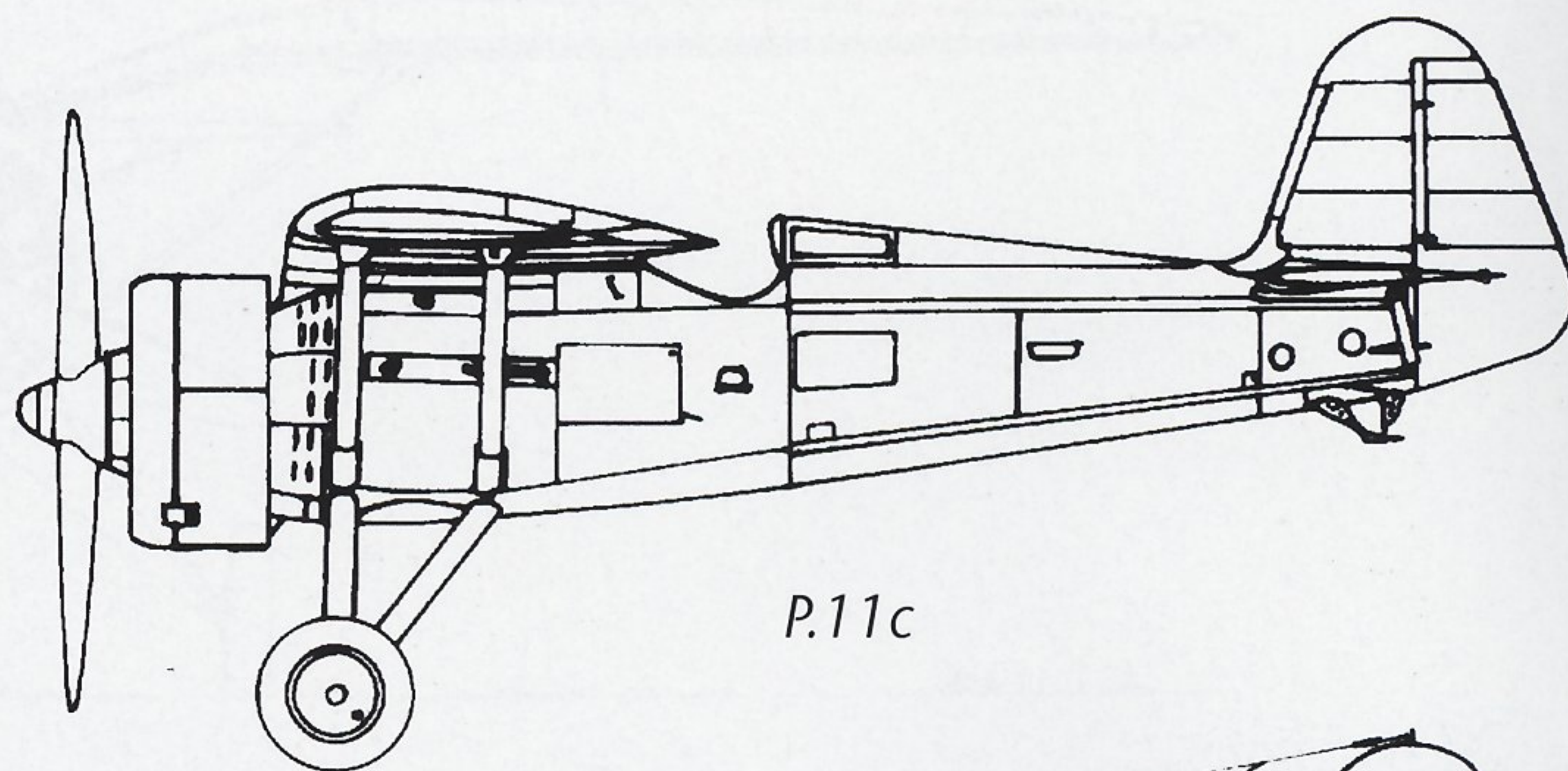
P.11a



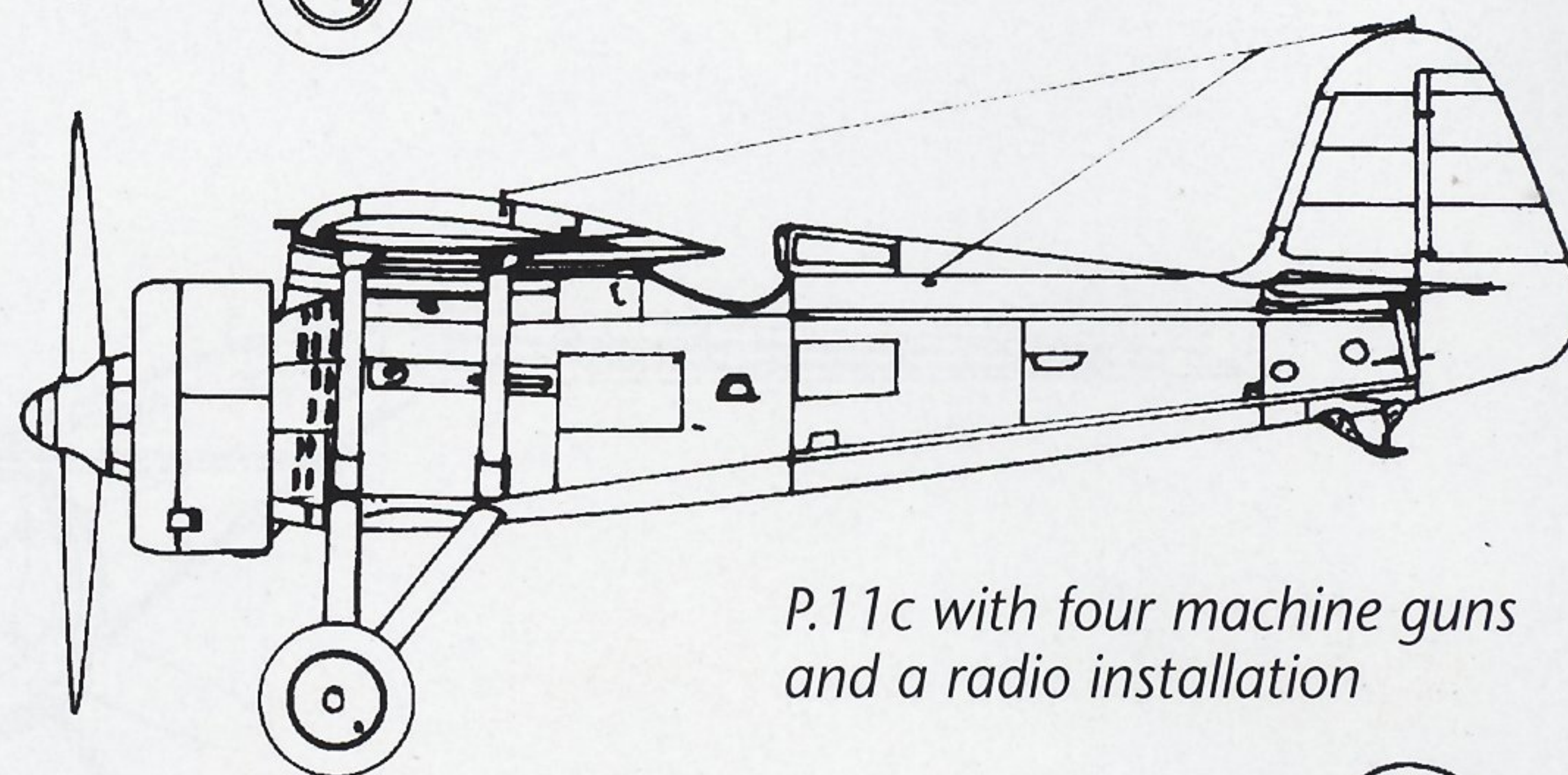
P.11b



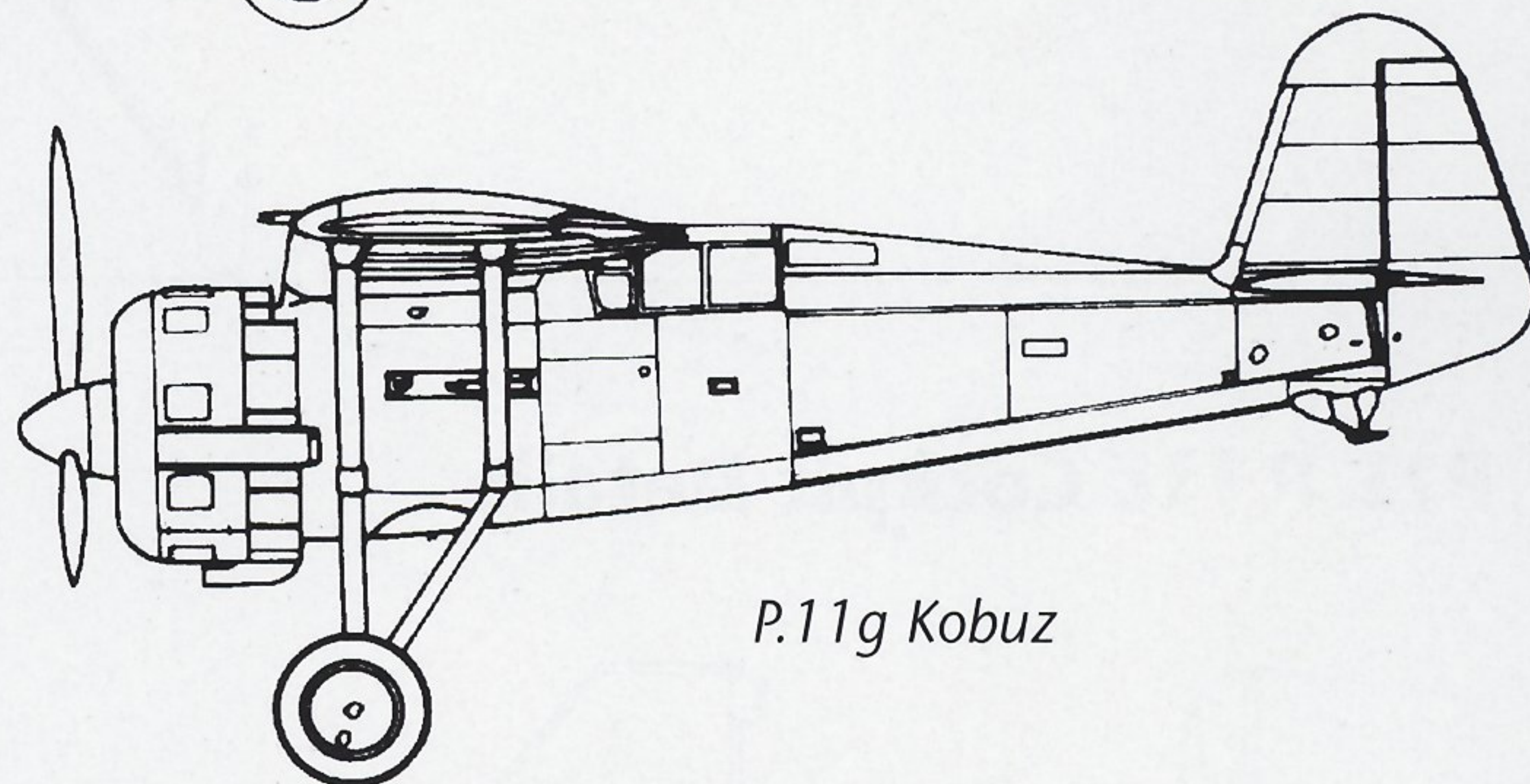
P.11f



P.11c

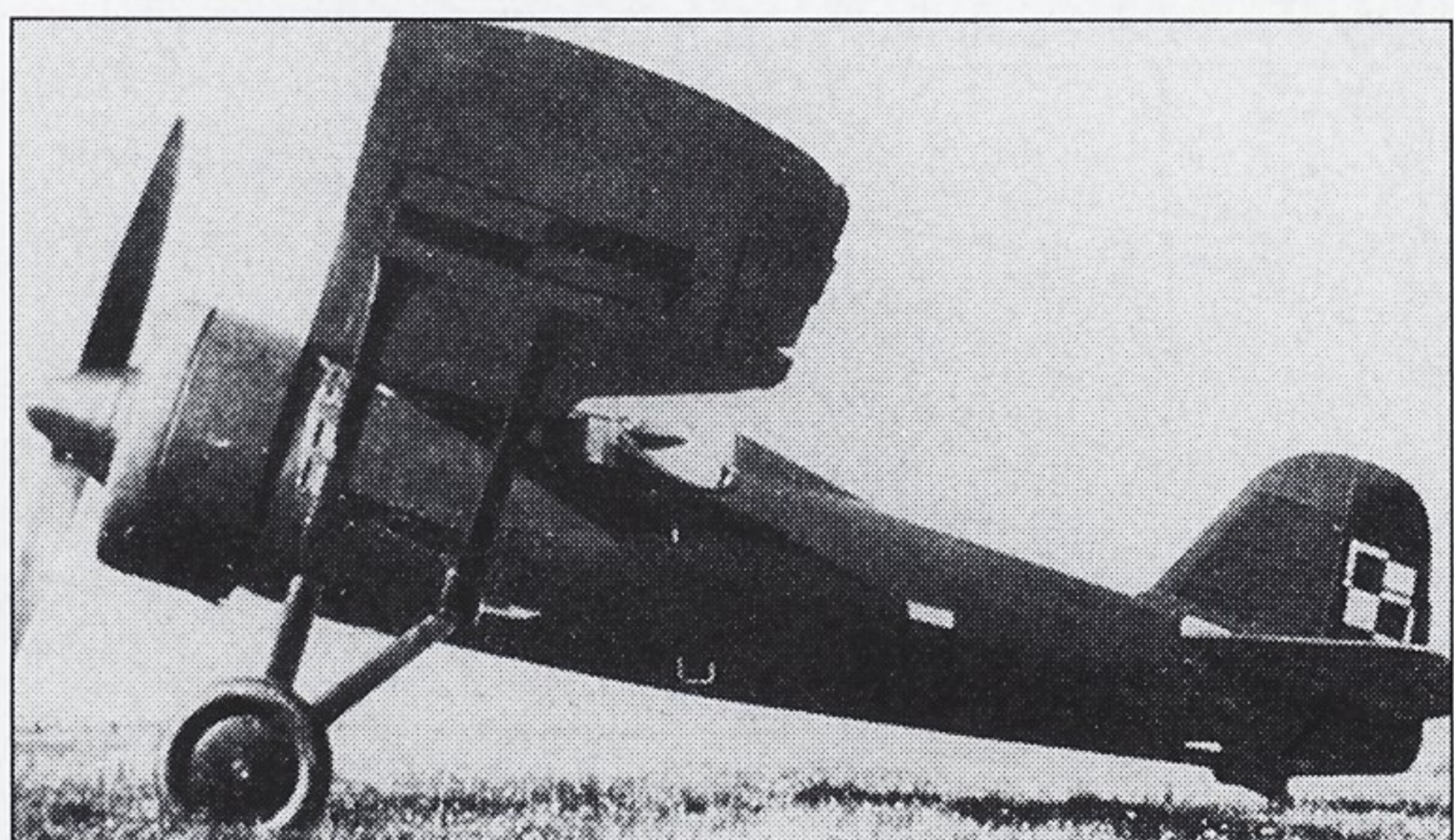


P.11c with four machine guns and a radio installation

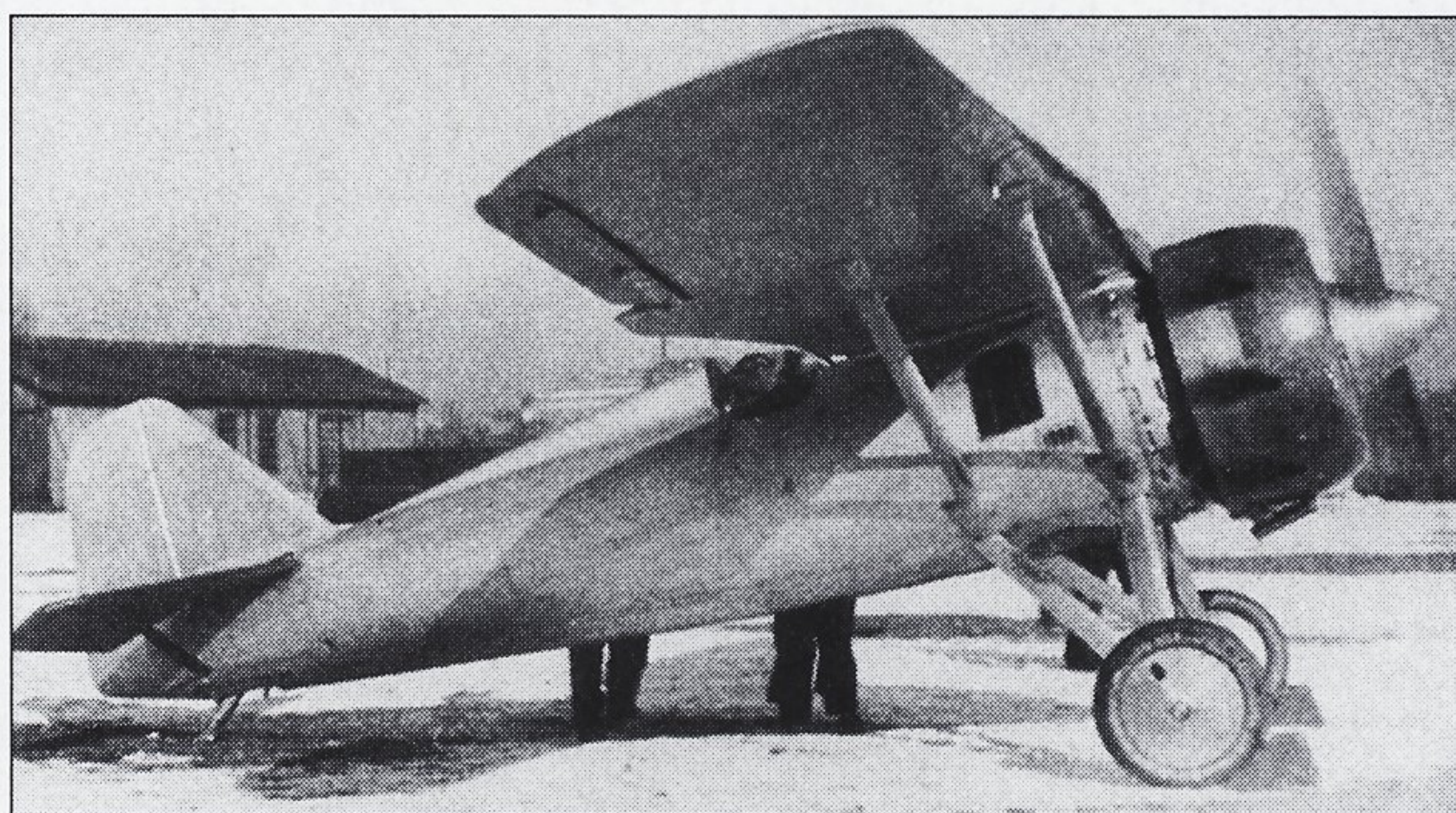


P.11g Kobuz

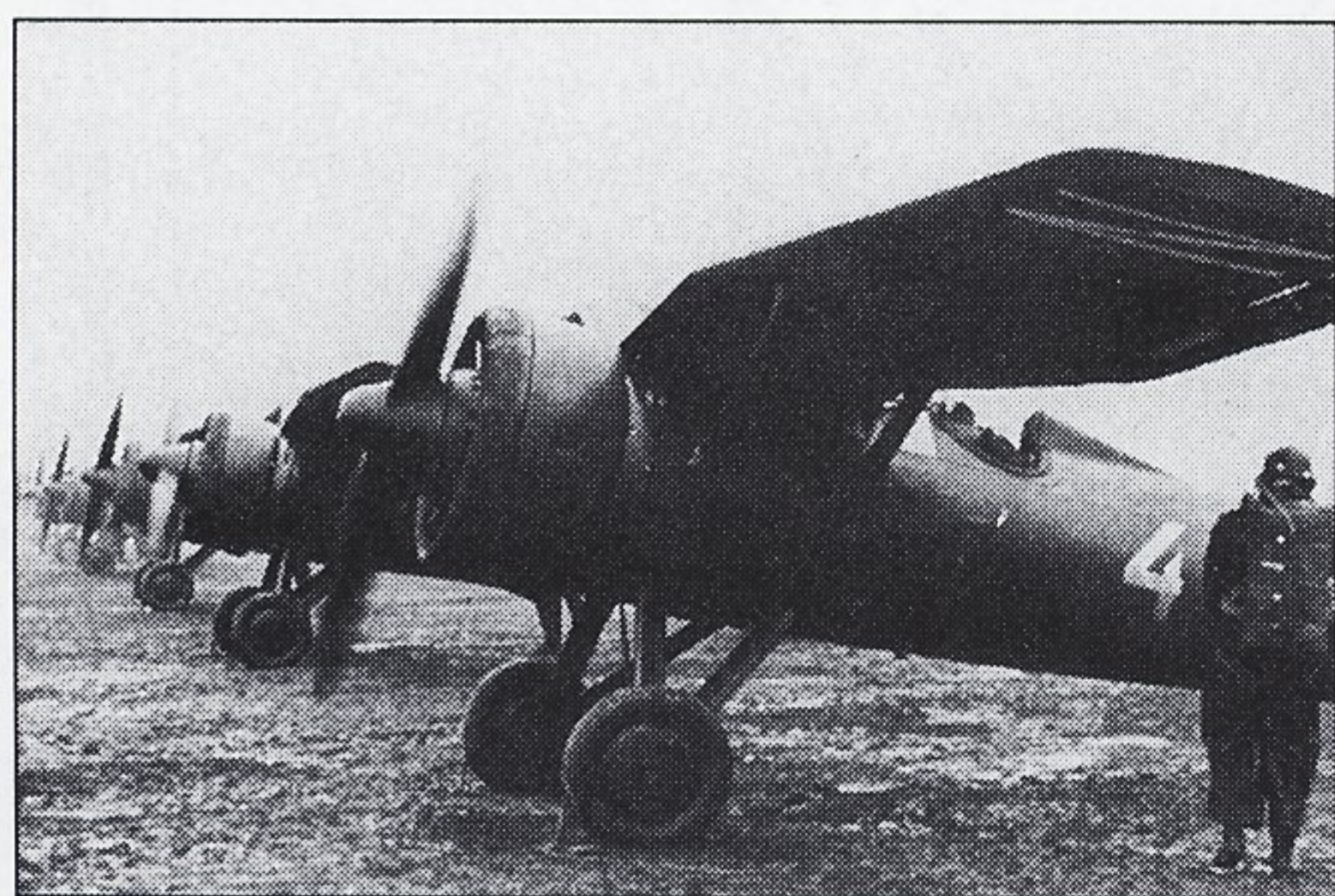
Historical Photographs



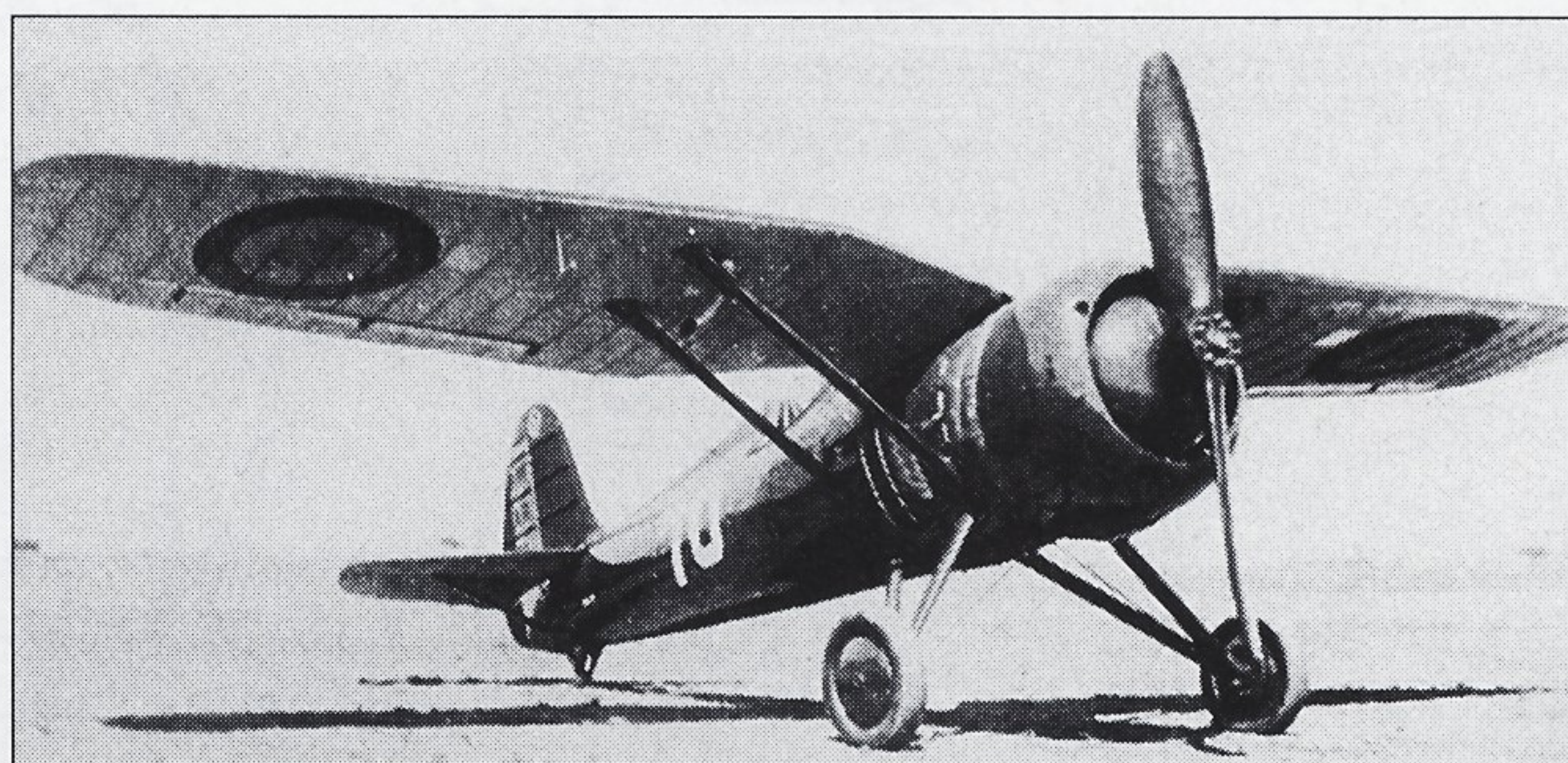
2. The standard P.11a



1. The P.11/I prototype



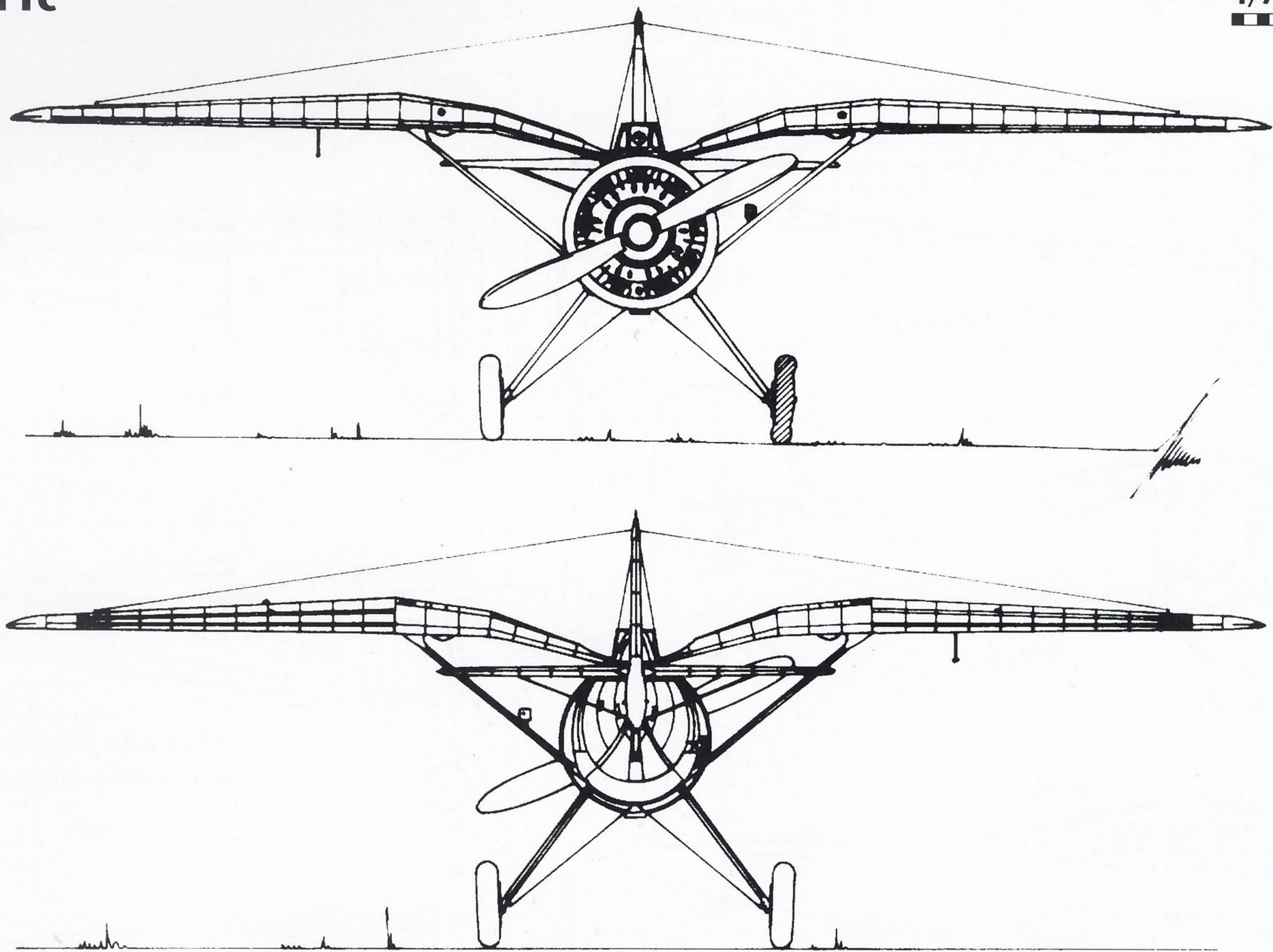
3. The P.11s from 1st Fighter Regiment



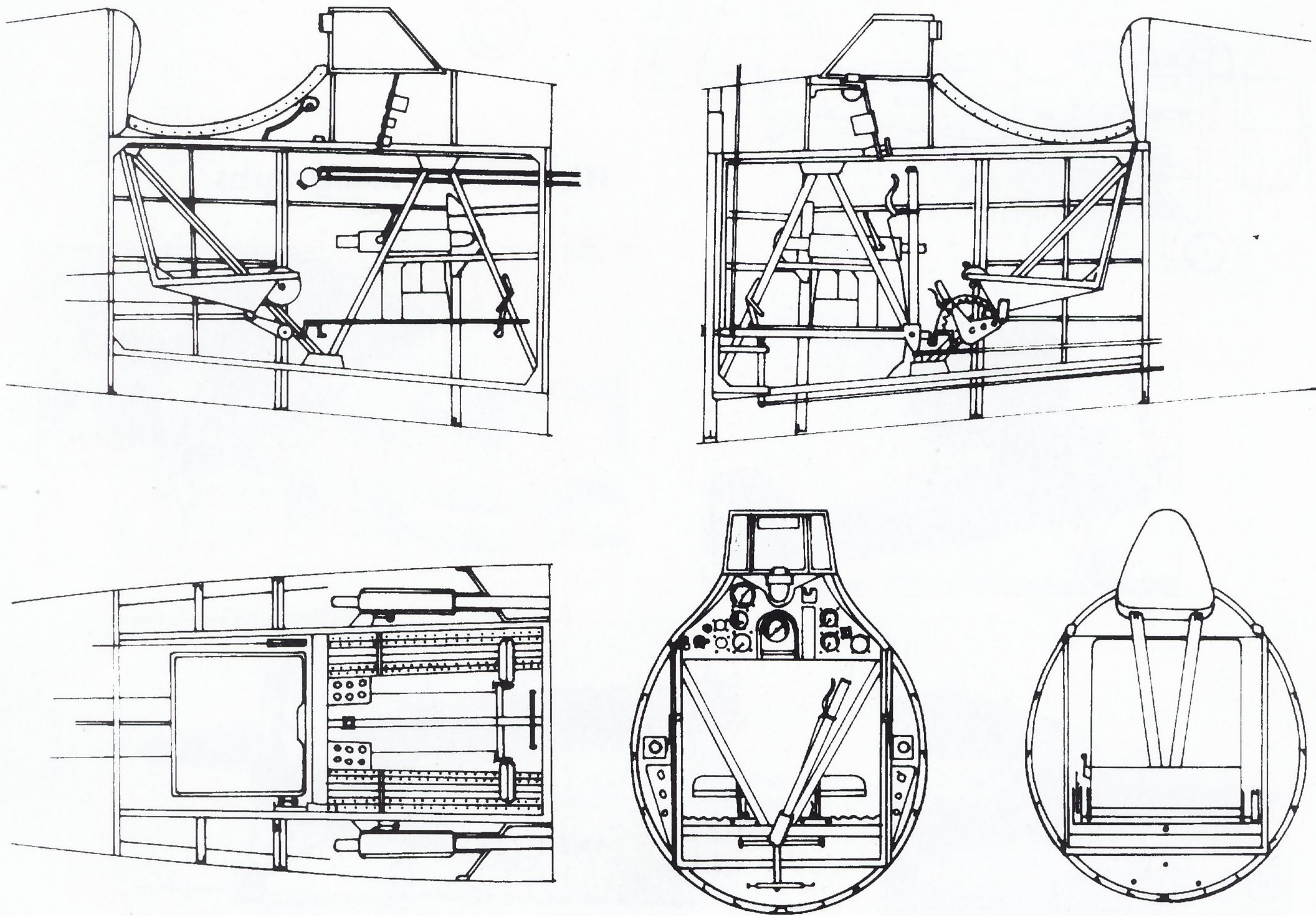
4. The P.11f in Romanian marking

PZL P.11c

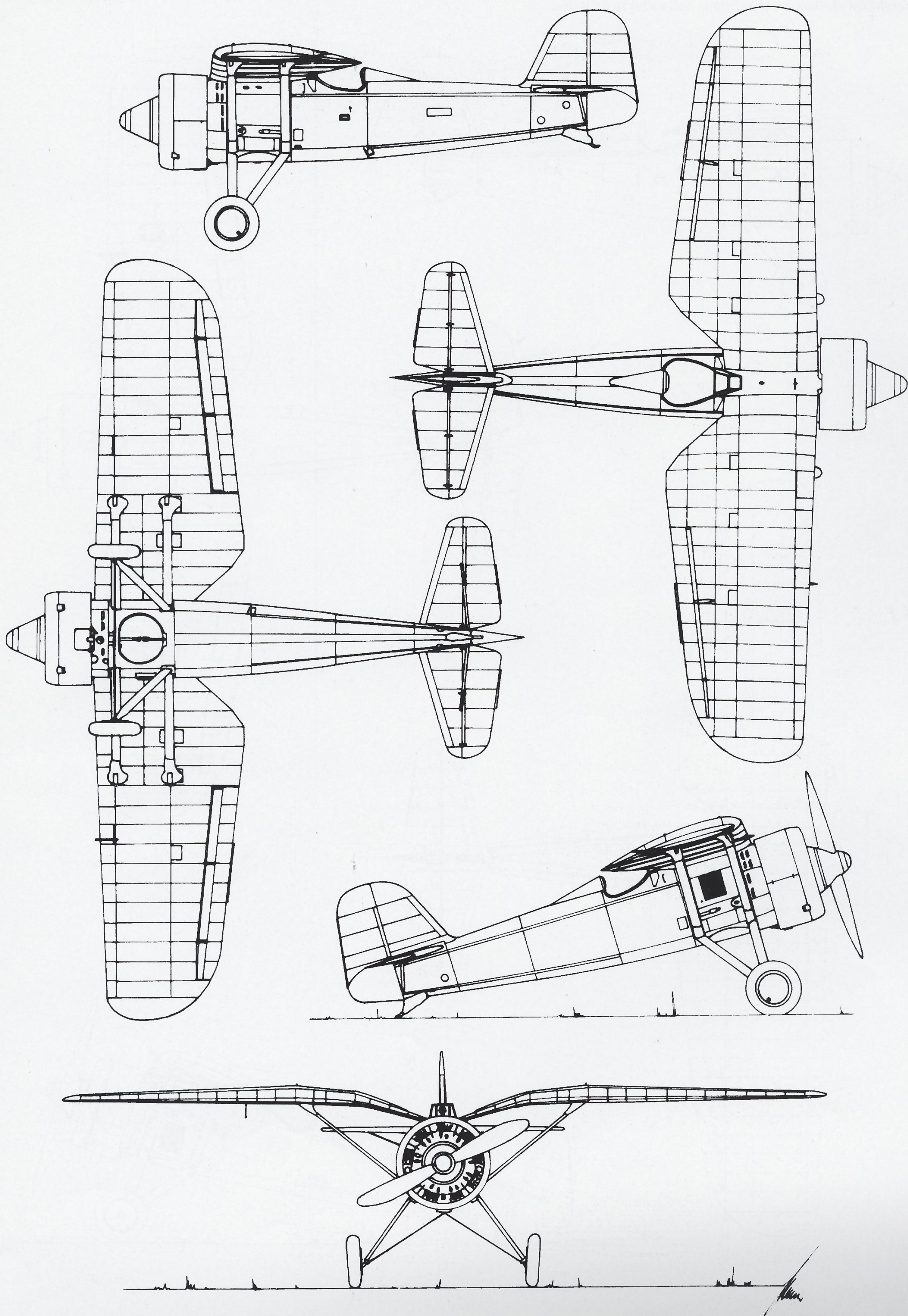
1/72nd Scale



PZL P.11c Cockpit Details



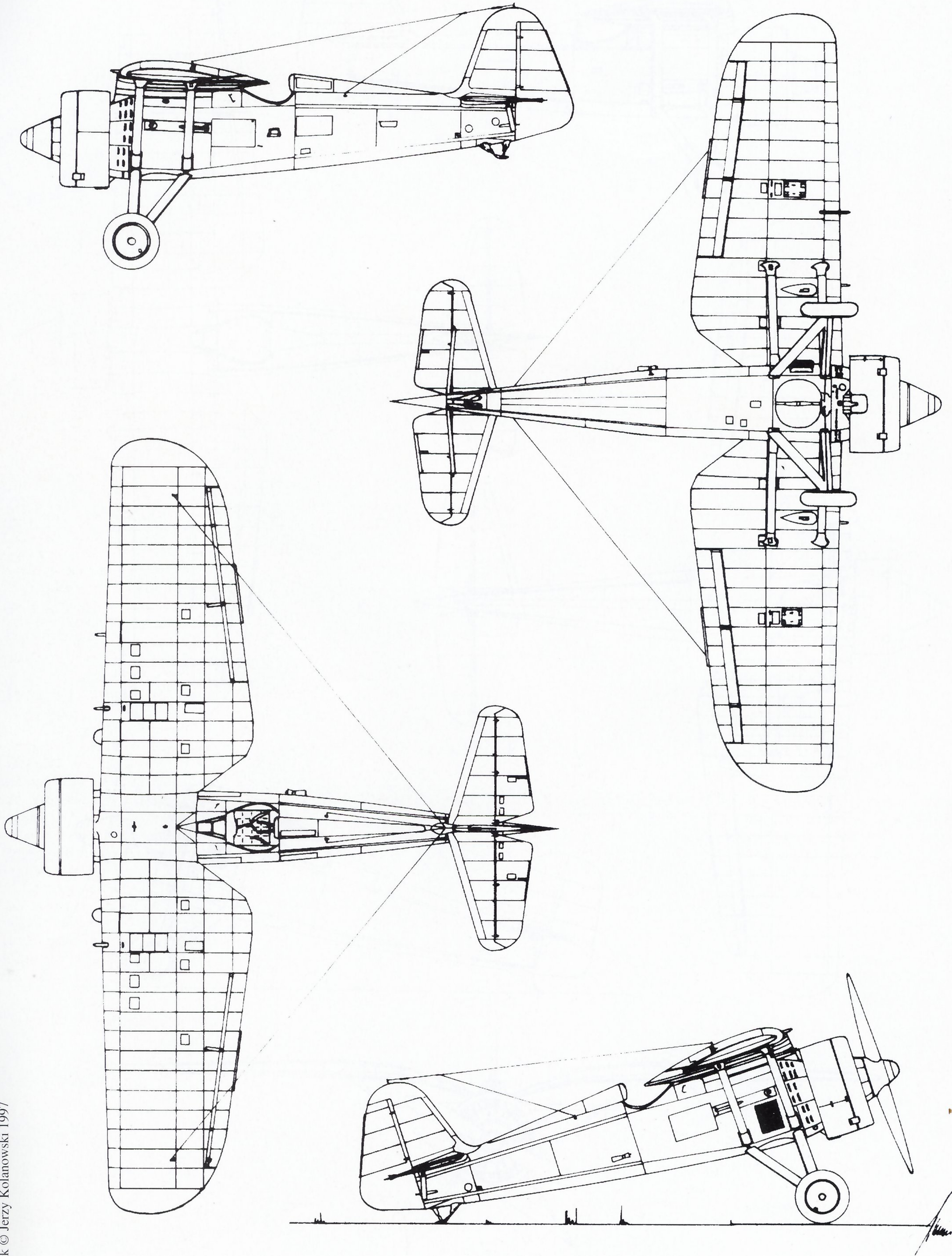
Artwork © Jerzy Kolanowski 1997



PZL P.11c

Version with four machine guns and radio installation

1/72nd Scale



Artwork © Jerzy Kolanowski 1997

Typhoon!

Two Update sets from Kendall Model Company for the Monogram 1/48 scale Hawker Typhoon are checked out by David Batt

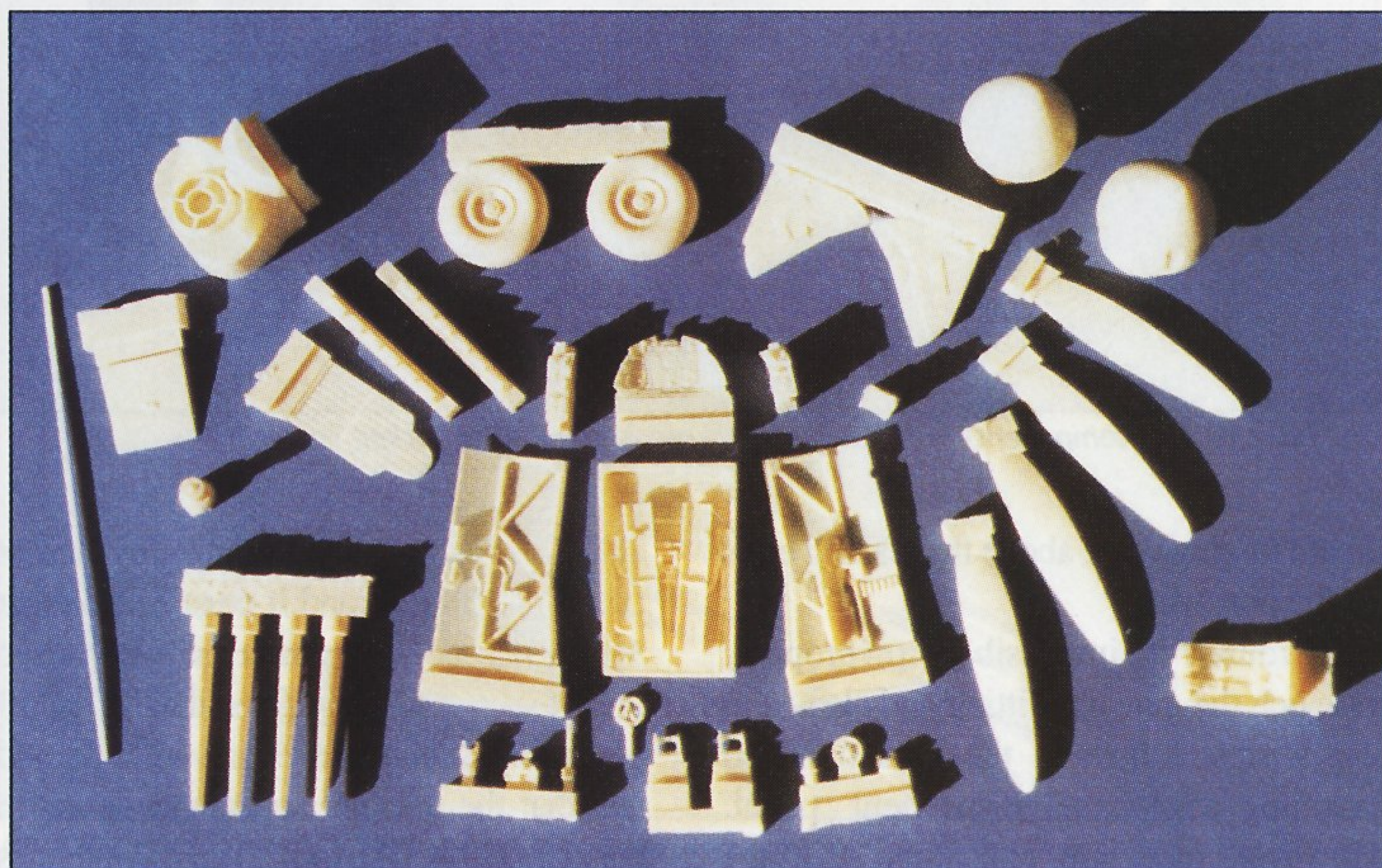


Have you ever read accounts of historical aircraft that describe a particular type as a 'thoroughbred'? In such vein the Hawker Typhoon could be described as 'a Percheron on speed', for when comparing this seven ton brute with lissom types such as the Spitfire, the Typhoon looks like a cart-horse and it's difficult to imagine the aircraft getting off the ground at all, let alone achieving the magical 400mph barrier.

Development of the type began in 1937 when Hawker Aircraft were already considering a successor to the Spitfire and Hurricane, even though these types had yet to enter service with the RAF. This far-sighted initiative was prompted by an awareness of the work on the next generation of aero engines; truly monstrous efforts with 24-cylinder engine blocks and power outputs around 2,000hp. Just as the Hurricane showed its ancestry in fabric covered wings and rear fuselage (as if a biplane of the thirties had lost one of its wings), the Typhoon took the Hurricane airframe to the next logical step by replacing the fabric skinning with light alloy.

The first prototype flew in February 1940, but the Battle of Britain interrupted development and the second prototype did not take to the air until May '41. It was quickly seen to be inferior to the Spitfire in most respects - apart from blistering speed which gave the Typhoon a terrific advantage. Conversely, it was this speed that showed up disadvantages in the Typhoon's thick wing, which led to the design of a completely new wing and ultimately Hawker's definitive prop-driven fighter, the Tempest.

In its initial form the Typhoon was a timely effort as a defence measure against the Fw 190 and Bf 109 fighter-bombers. Providing that the massive Sabre engine



The contents of the KMC Typhoon Update set

didn't throw a tantrum the Typhoon could stand lengthy patrols just off the occupied coast and had little difficulty in overhauling the nuisance raiders, even outmanoeuvring them at sea level with the help of 5° of flap. Later on, the Typhoon adopted the fighter-bomber role itself, for it could haul up to 1,000lbs of bombs and deliver them precisely. Later still rockets were introduced, and I most often envision the Typhoon in this ground attack guise.

Reference

For this project I used the Squadron/Signal 'Typhoon/Tempest in Action' by Jerry Scutts, 'Typhoon and Tempest at War' by Arthur Reed and Roland Beamont, 'Warpaint No. 5' by Chris Thomas and the Argus Plan Pack No 2808 as primary references.

Kits and Pieces

It's hard to believe that the 1/48th scale Monogram kit of the Typhoon Mk 1b has been around for nearly thirty years, for this neat little geriatric carries its age remarkably well. At fractionally under

the raised panel lines that were an advanced feature when the kit was first released, and the kit is very crisply moulded even by present day standards. However, the internal detail is rather rudimentary when compared to current releases and KMC are to be thanked for supporting an aircraft that was so important to the hobby's "Cinderella service", the RAF.

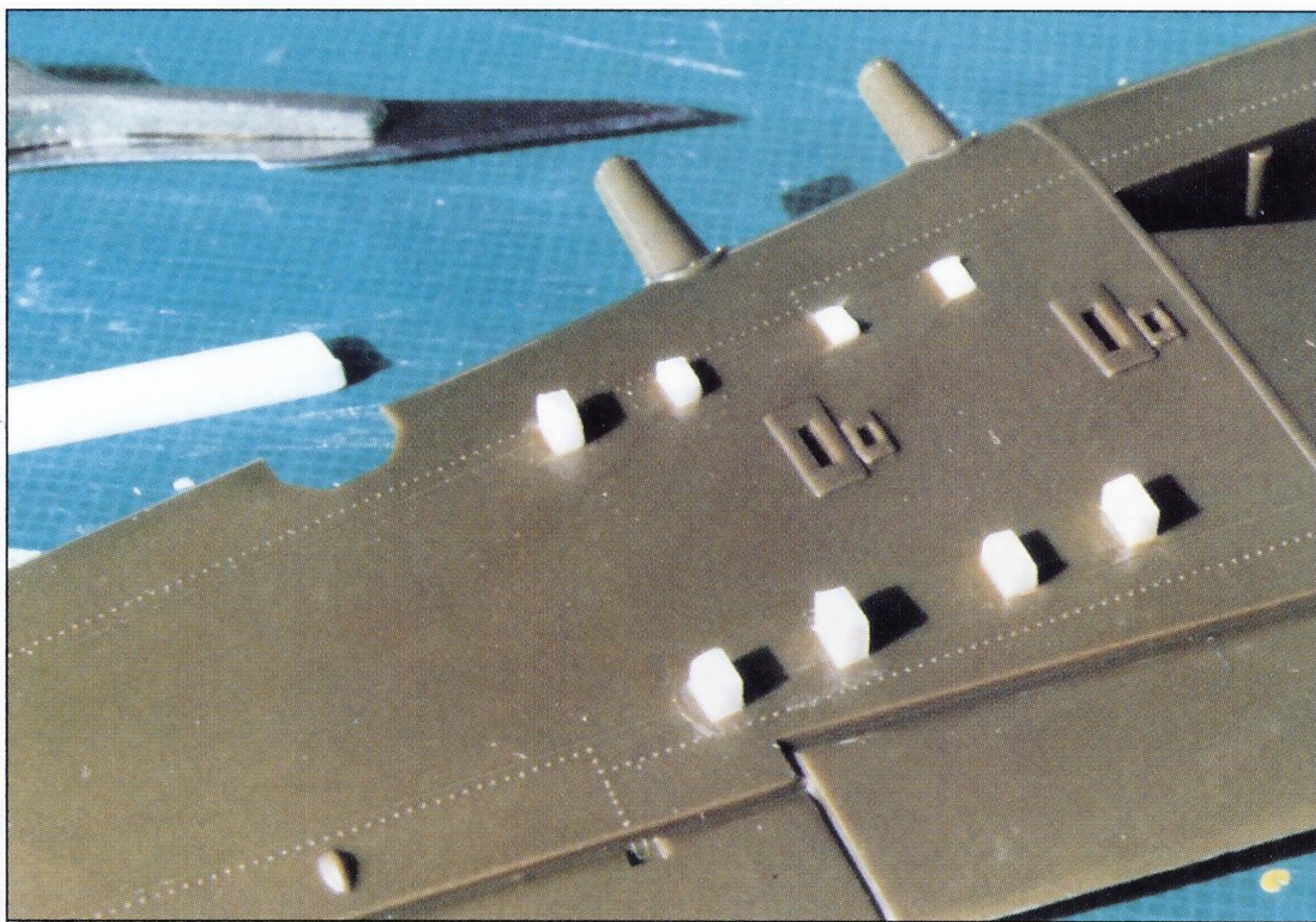
Kendall's Typhoon Mk 1b Update Set provides the enthusiast with no less than 32 resin castings, 17 of which go into a highly detailed and very accurate cockpit interior for a 'bubble top' aircraft. The balance of parts provides a choice of three or four blade spinners with four prop blades, alternative un-shielded exhausts, a replacement radiator block and outlet flap, replacement wheels and inner bay doors, and four fully faired gun barrels. The final item is a length of plastic rod.

The quality of the replacement parts is breathtaking - I can think of no other description. I found one fault in the casting, some small bubbles around the muzzles of the cannons which demanded that they

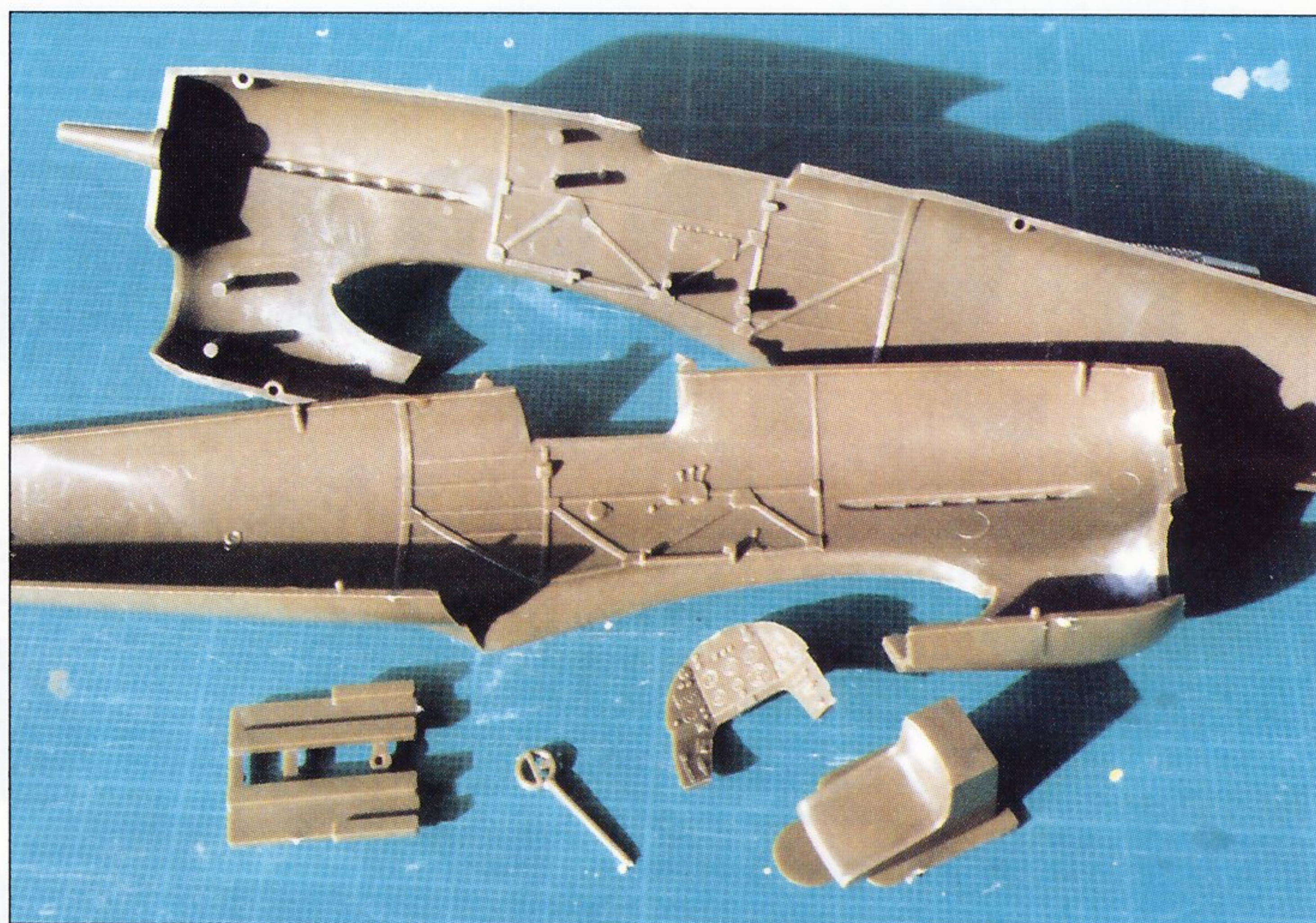
£8.00 it costs less than many current 1/72nd scale kits of single engine fighters. Checking the kit against the plans it's seen to be remarkably accurate, the only great difference being the curve of the upper cowling. Comparing the kit and the plan against photos, I'd say the kit looks better. Surface detailing is good, albeit featuring



Optional ejector style exhausts are supplied, which may be used in place of the kit's shielded type



One of my first tasks was to plug the location slots for the kit's rather crude rocket rails



Out with the old - the Monogram kit's standard interior



Cutting towards yourself is breaking one of the most basic rules, but the crude cockpit side detail must be removed

were replaced with tiny rings cut from the smallest Contrail plastic tubing, a task that must have taken all of ten minutes.

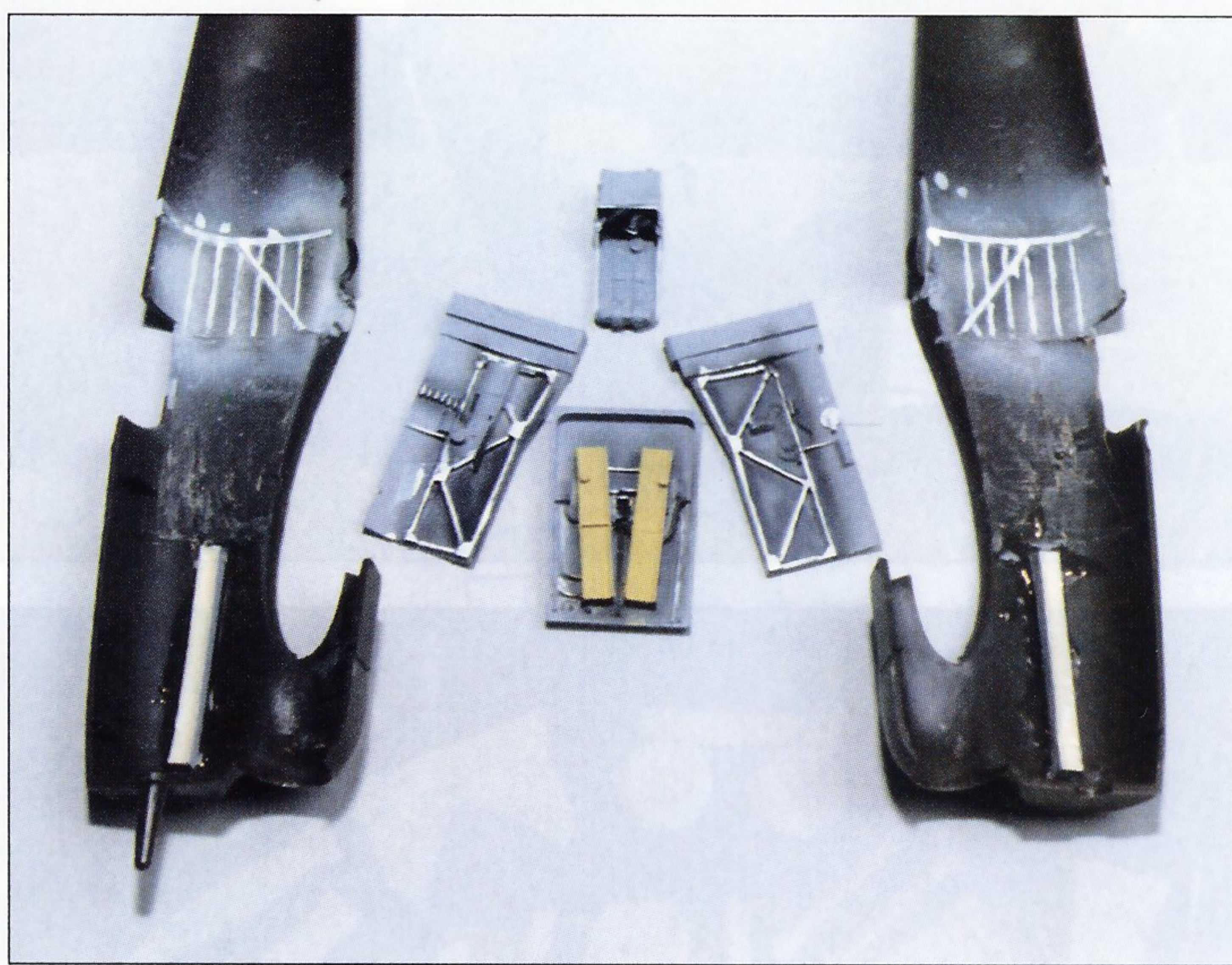
Mention must also be made of the instructions which accompanied this set. These were excellent, being clearly printed on A4 sheets and laid out in such a way that the set becomes very 'user friendly' even for total newcomers to cast resin parts.

The set for the control surfaces is a separate item and provides all the control surfaces (rudder, elevators and ailerons) and the flaps.

Getting started

As working with resin and sawing plastic creates a lot of very tenacious dust (the sort that hides away while you're working and then emerges at the most inconvenient time to mar the finish of the paintwork) I try to get as much as possible of the harsh work out of the way before cleaning up the bench and starting the construction.

Fuselage: carve and scrape away the existing moulded detail to the cockpit sides and remove the gunsight and navigation light as indicated in the instructions. If appropriate, file and sand off the exhaust cover and open the slot for the ejector exhausts and cut off the rudder. Tape the sides together and cut away the moulded radiator outlet flap using the resin replacement as the definitive guide. If required, drill out the camera gun port in the lower right hand side of the nose, the foot step position below the right wing fairing, and the 'hole' (which without confirmation I believe is a formation light)



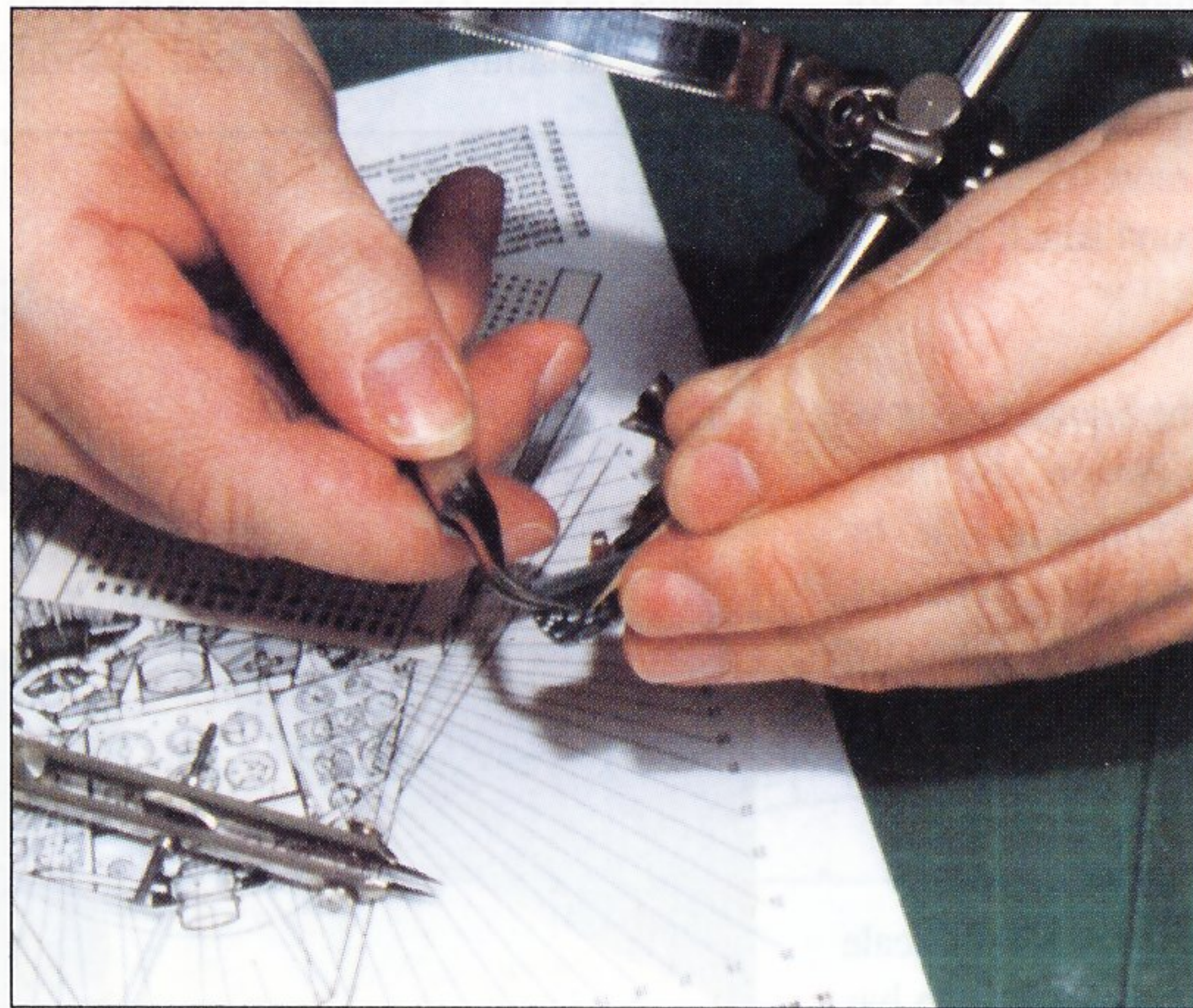
The basic cockpit components pre-shaded, ready for spraying with Cockpit Green

in the fuselage side above the leading edge of the port wing.

I found it impossible to properly research the gunsight fitting and elected to cut a square hole in the kit's moulded coaming over the instrument panel. However, there are indications that the entire coaming should be removed apart from its rearmost edge which forms a transverse 'bar' carrying the gunsight padding. In either case the sight will be fitted within this space and supported by struts cut from the plastic rod.

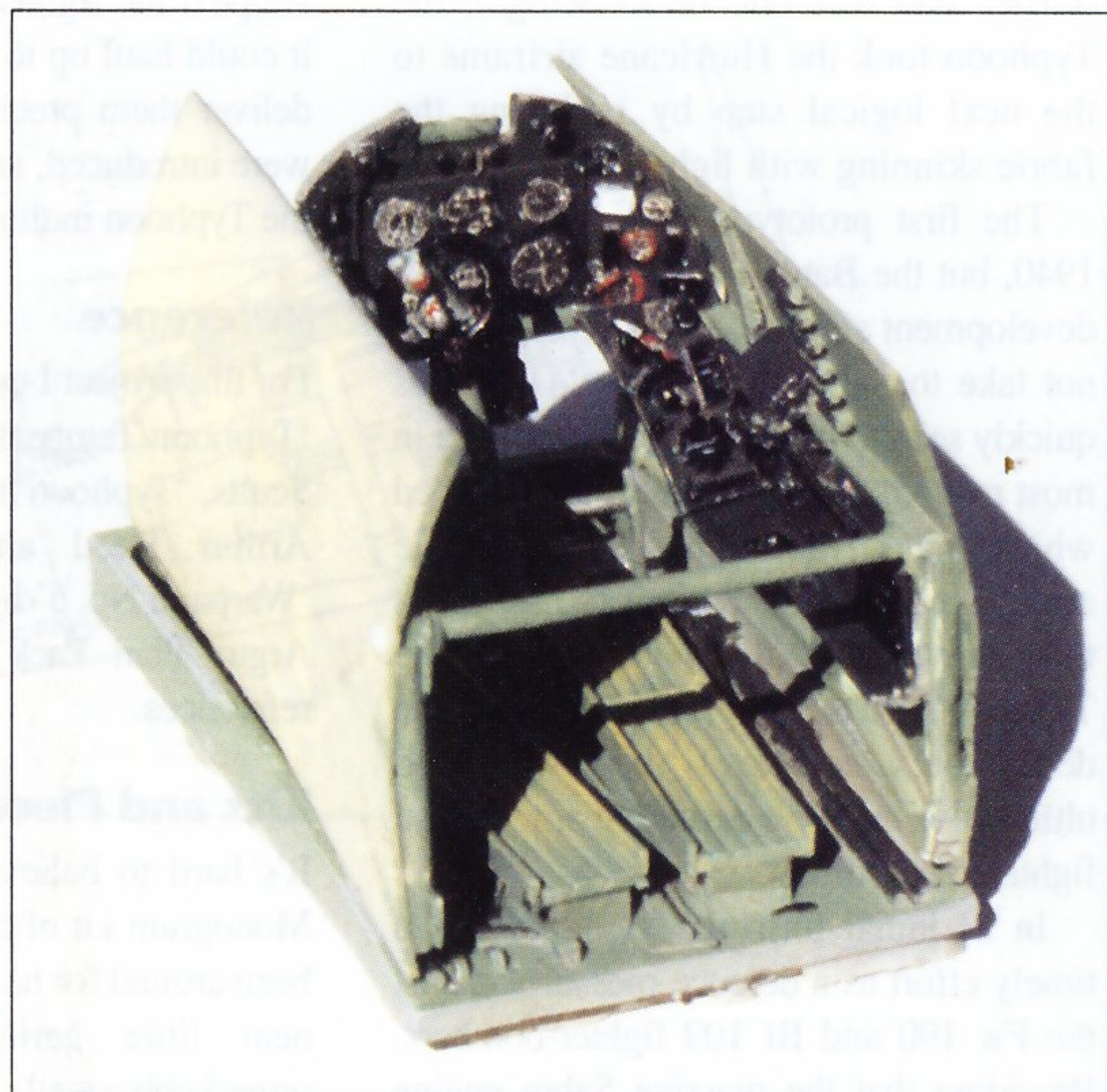
At this stage I elected to engrave the panel lines. This is an individual touch for

although many modellers happily accept raised panel lines (and it must be said that Monogram do a very neat job with raised lines that are literally finer than a hair) I personally prefer the engraved type and feel that the finished appearance is worth the extra effort. The trick to engraving lines seems to be to finish them properly by sanding the surface with the finest wet and dry and polishing it with toothpaste after scribing the lines, and also be prepared to clean out the lines by scraping the tip of a brand new No 11 scalpel blade along them to break out the last of the swarf.



I used Reheat instrument decals on the KMC panel - it's painstaking but the results are worth it

The completed cockpit made entirely from KMC's resin components



Wings: I plugged the rectangular holes for the kit's rocket rails with wedges of suitable plastic card, as I was determined to replace them. The kit items are rather crude, although they could be improved if the rockets fins are cut off and replaced with items from very thin plastic card (3.75 x 3 mm rectangles glued on in an 'X' configuration). If the control surface set is to be used, cut away the ailerons and, if required, the flaps from the lower wing part. I made up and fitted some landing lights from plastic card and Contrail tubing (the void in the wing will be clearly visible behind the beautifully clear covers) then the wing parts can be glued together before the existing cannon barrels are cut off and the holes drilled out.

Resin: the only part that needs preparatory work is the cockpit floor. The problem here is that it fouls the undercarriage wells when the wing is offered up to the fuselage and with hindsight I'd recommend performing the necessary surgery before painting the parts. The simplest solution is to cut away the front 14 mm of the base, leaving the heel boards and the junction boxes projecting into space. The top of the undercarriage wells then have to be painted to suit the cockpit interior.

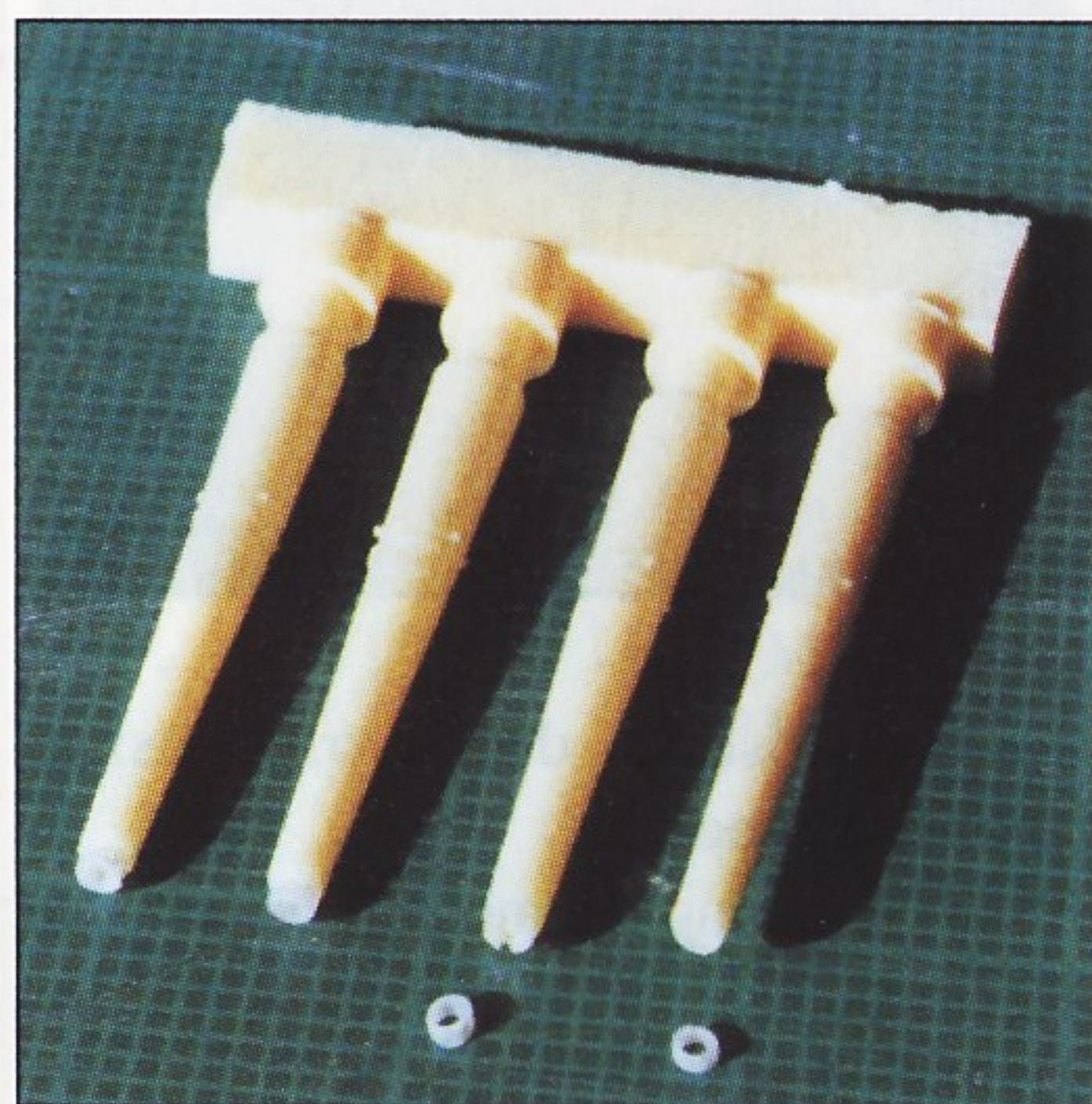
At this time all the parts can be given a wash with a weak detergent solution, rinsed off and the construction can start.

From the inside out

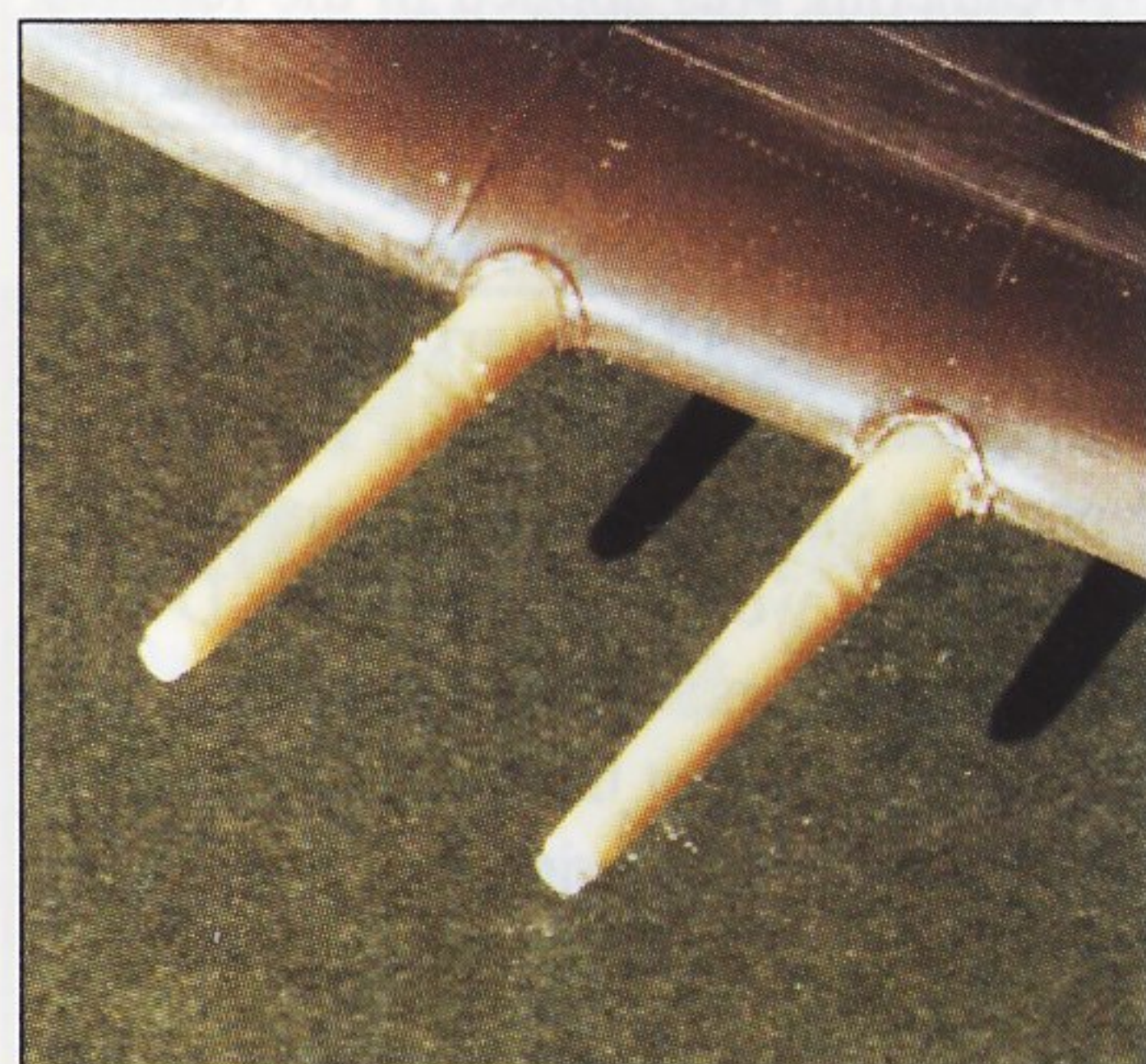
The resin parts for the interior, also the spinner and prop blades, wheels and inner

doors, were sprayed with Halfords grey acrylic primer. When fully dry the seat, cockpit sides and floor were pre-shaded by spraying very dark grey into the shadow areas and painting the highlights white. When they were heavily tinted with sprayed Xtracolour Matt Cockpit Green the pre-shading became almost invisible and no further emphasis with shading and highlighting was needed.

Initially I was a little confused when I compared the cockpit details with the detail drawing in the Argus Plan Pack, for the instruments and controls didn't marry up. Upon cross-checking it appeared that Argus had used a drawing of the Tempest cockpit in error. KMC's little set is in fact a work of art, being both accurate and very highly detailed. As it comes, the instrument faces have very fine raised lines



The only faults in the Update Set's casting were these tiny bubbles in the cannon muzzles, which were repaired by replacing them with Contrail plastic tubing



Detail of the cannon installation, showing how they pass completely into the wing

as detail but I used Reheat instrument decals rather than trying to dry-brush the details. I prepared the panel for this by painting the instrument panel gloss dark grey and filling the dial faces with gloss white. It took maybe an hour to sort out suitable decals and apply them, using MicroSet and MicroSol to make sure they settled down properly, then when dry the panels were matt varnished. Finally each instrument was filled in with a spot of gloss varnish. (The varnishing stages may sound cock-eyed, but you try painting matt varnish around all the dials!)

The instrument panel's supplementary parts and the various boxes and consoles on the side panels were painted in dark grey with the switches and controls in semi-gloss black, appropriate controls (fuel cock, flap and undercarriage levers, etc) being highlighted with red. A little weathering was added with flecks of Matt Aluminium, apart from the heel boards which were (I believe) made from wood. Here the freshly painted Matt Cockpit Green was carefully rubbed away to let some of the yellow colour show through.



The set's back armour and gunsight, and that seat, with which I'm not entirely happy

The only item that is less than convincing is the seat. This is very neatly cast but the harness and back padding seems to be wrong. In detail, the strap arrangement portrays a bastardised parachute harness with four load-carrying straps and a large circular quick-release catch on its own strap, rather than the more familiar seat harness with four straps, three with identical ends and a simple ring-and-pin catch on the end of the fourth. The seat also has a padded back (which seems right) but the large shoulder pad looks wrong. I wish I could be sure about this one way or the other, but my reference photos of the cockpit interior show only the side consoles and instrument panel and therefore my doubts cannot be laid to rest.



All of the external resin parts show up here against the Monogram kit's dark brown plastic. The rockets were leftovers from a PP Aeroparts Firefly FR.1 kit

The resin radiator block was a perfect fit into the kit's cowling. No filing down was needed before assembly, but as the radiator is a focal point of the Typhoon extra efforts made to clean up the radiator intake will pay dividends.

I tack glued the cockpit sides and instrument panel into a unit which could be slid into place through the wing aperture after the fuselage halves were glued together and the join line cleaned up and polished. The exact length of the rear strut could then be measured before it was cut from the plastic rod and the interior removed so that the strut could be permanently fitted. The tub was then permanently fitted, then the gunsight fixed while working through the bottom of the fuselage, followed by the back armour and seat and finally the cockpit floor (complete with rudder pedals and stick). If the flaps have been dropped it's necessary to fit a small piece of plastic card across the rear of the cockpit floor, between the wing root fairings, to stop daylight showing around the back of the seat.

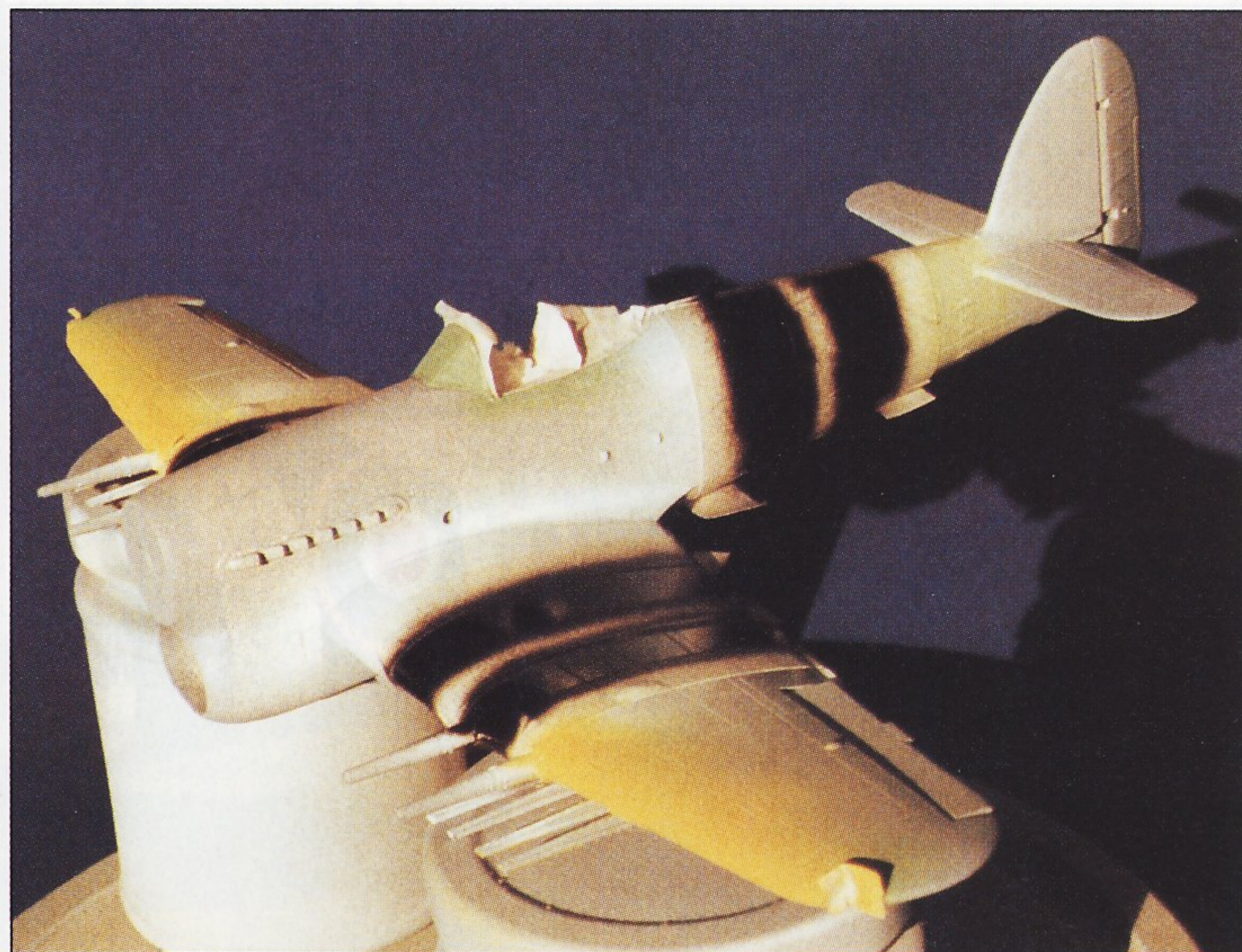
I was staggered by how quickly the cockpit went together once the basic

painting was done. It took perhaps an afternoon to complete the job and then the fuselage could be put to one side so the wing could be worked up.

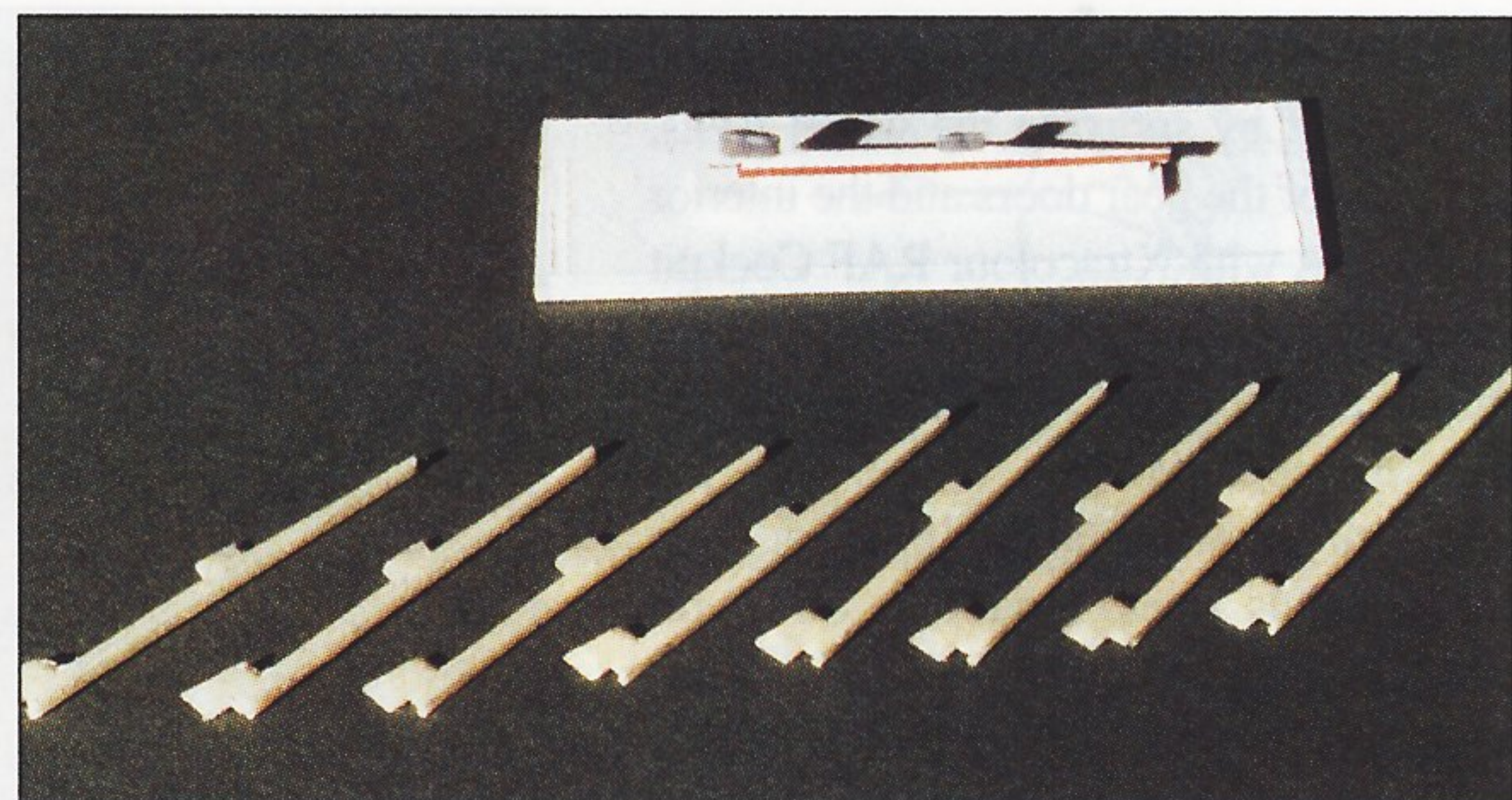
As described I had plugged the large holes for the kit rocket rails with plastic card, so these oversized wedges were cut off nearly flush with the surface and sanded back. The KMC cannon barrels are far too long to fit onto the wing leading edge, so the leading edges have to be carefully drilled and filed out so that the resin barrels pass completely into the wing. The outer barrels were aligned and glued in place so that they projected exactly 21mm, and the inner barrels fixed so that in plan view the cannon were all in line.

I was pleasantly surprised by the wing

and fuselage joint, which is very good with only a little filler being needed. The tailplane has a neat system of interlocking tabs and asymmetric pins which not only



The last lap. The white areas of the D-Day stripes have been masked off and the black areas sprayed, also the visible part of the Sky rear band and the yellow leading edges to the wing



The 'home brewed' Mk 1 rocket rails, cast from resin

correctly position the halves but also ensure correct alignment. With a little scraping, no filler at all was needed here and it would have been quite practical to leave the tailplane off to make the final painting easier, à la present day Tamiya offerings. (How old did I say this kit was?)

Rockets, et al

I felt I had to do something about those rockets and rails and initially intended to make use of the items left over from a PP Aeroparts Firefly. Unfortunately these proved to be Mk 3 type rails, which would be wrong for my selected subject. This had the smaller, more complex and much heavier Mk 1 rails and I therefore had to make my own from cast resin and after some hassling (there's a lot of undercuts to cope with) managed to turn out eight usable rails. An alternative to this effort would have been a couple of the new accessory packs from Aries.

At this time the control surfaces were also fitted and I must confess to being less than impressed with these. The elevators were very delicate, but were too thin at their leading edges to match up with the kit's tailplane, while the ailerons were again too thin and were identical rather than being properly handed to suit the wings. However, the trailing edges to the ailerons, and also to the rudder, were a little too thick and chunky. The provision of the flaps did save all the work of making them from scratch, but they were supplied as two pieces rather than the necessary four to go around the wing's dihedral break.

Adding the control surfaces completed the construction of the model, so the cockpit was carefully masked off and the entire airframe sprayed with grey acrylic primer.

Colouring up

I started off by spraying the wheel wells, the inside of the gear doors and the interior of the flaps with Xtracolour RAF Cockpit Green (X-10), then these were masked off and the areas of the D-Day bands sprayed with Humbrol Gloss White. As the identification stripes were 18in. wide the white bands were masked off with masking tape cut into 3/8in. (10 mm) strips, which were applied with a similar distance between them. A single spraying session then dealt with the yellow I.D. bands along the wing leading edges outboard of the cannon (Humbrol), the day fighter's Sky fuselage band just in front of the tailplane (Xtracolour X7), and the black parts of the D-Day stripes (Humbrol).

With the necessary masking completed the Typhoon was finished with Medium Sea Grey undersides and uppersurfaces in Ocean Grey and Dark Green (Xtracolours X3, X6 and X1 respectively).

Choosing the markings for this model gave me a bit of a problem. Although this decision was made before I started building, it's appropriate to deal with the subject now. Monogram's offering presents a specific combination of features appropriate to the Typhoon. On one hand we have the early empennage with original 'small' tailplane and appropriate 'Mod 286' strengthening plates. Against this, the front end is late Typhoon, featuring four-bladed prop, covered exhausts, bubble canopy and faired-over gun barrels. The Update Set allows the builder to choose between three and four bladed props and to fit uncovered exhausts if these are wanted, but the Set does not provide either the original 'Ballistic Mushroom' or the later type of dust guard with hexagonal doors for the carb intake in the centre of the radiator. These points have to be taken into account when selecting the aircraft to be modelled, for there were comparatively few Typhoons that would fit this configuration.

In addition to the above factors I had to include my wishes, which were to produce a rocket-festooned Typhoon with big bold D-Day stripes.

The best range of options is presented in the Warpaint book and I went through the



Say 'Typhoon' to me and this is what I see - big prop and bubble top, black and white stripes and loads of rockets! The model portrays an aircraft of 609 Sqn. at Thorney Island on 6 June 1944

lot trying to find a suitable subject. The final list was just two aircraft, both of 609 Sqn on D-Day itself. They were very similar, though aircraft "R" had a red spinner and open exhausts while "M" had a dark blue spinner and covered exhausts. Both aircraft would have had three-bladed props for at the time the bomber Typhoon squadrons had priority on the more effective four-bladers. The latter aircraft

won on the toss of a coin, so I set the Update Set's exhausts aside for another Typhoon project and painted the spinner Xtracolour Insignia Blue (X122).

I raided my Aeromaster sheets to find the necessary roundels and code letters (a single P, R and M), while the serial numbers came from a generic 1/72nd scale Modeldecalsheet and the rough PR and two letters M were painted onto

clear Microscale decal trim using Humbrol enamel.

After decalling the model was sprayed with Xtracolour matt varnish (which is my favourite, simply because it does take the edge off the white areas) and completed with a Squadron canopy and the PP Aeroparts rockets.

Weathering was applied in the form of heat burns and staining around the exhausts, plus paint chipping and scuffing around the access panels and wing roots. Note that the I.D. markings (yellow leading edge strips and, on earlier Typhoons, black and white wing bands) were always well kept, while the D-Day tactical markings would have been less than 36 hours old at the time the model is portrayed, so weathering on these areas would be inappropriate.

In conclusion

Fantastic! I've never been a follower of Monogram kits as the film wrapping has always stopped me from having a browse through the kit contents before 'digging deep', but the Typhoon has convinced me. The KMC Update adds essential detail areas to what is otherwise a basic kit and the end result is terrific.

I'd like to think that KMC are in a position to do for the Monogram Typhoon what Paragon have done for the Airfix Mosquito. I'd suggest there is an immediate demand for the larger Tempest tailplane and replacement covered exhausts. Other items such as rocket rails and ordnance, various styles of unfaired cannon barrels, alternative bomb racks with British pattern 250, 500 and 1,000lb bombs, and the ferry tanks would also be very welcome. Personally I can hardly wait for a detail set for the earlier 'car-door' Typhoon, and can only hope that KMC might consider an Update Set of comparable quality for that other Hawker stalwart, the Hurricane, based on the Hobbcraft and Airfix kits.

David Batt



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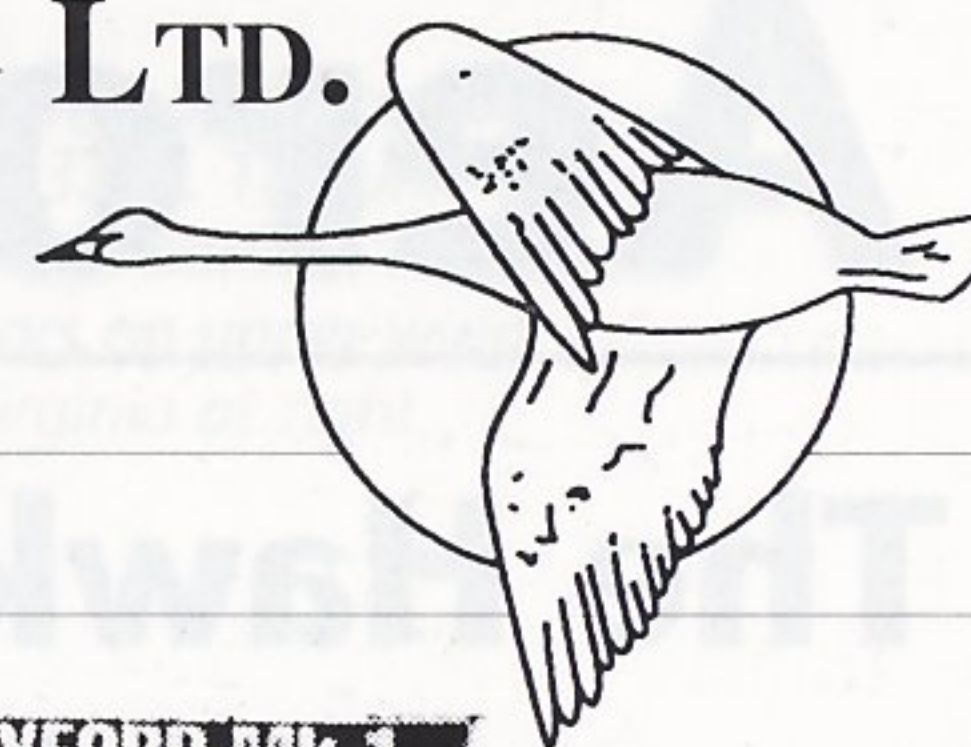
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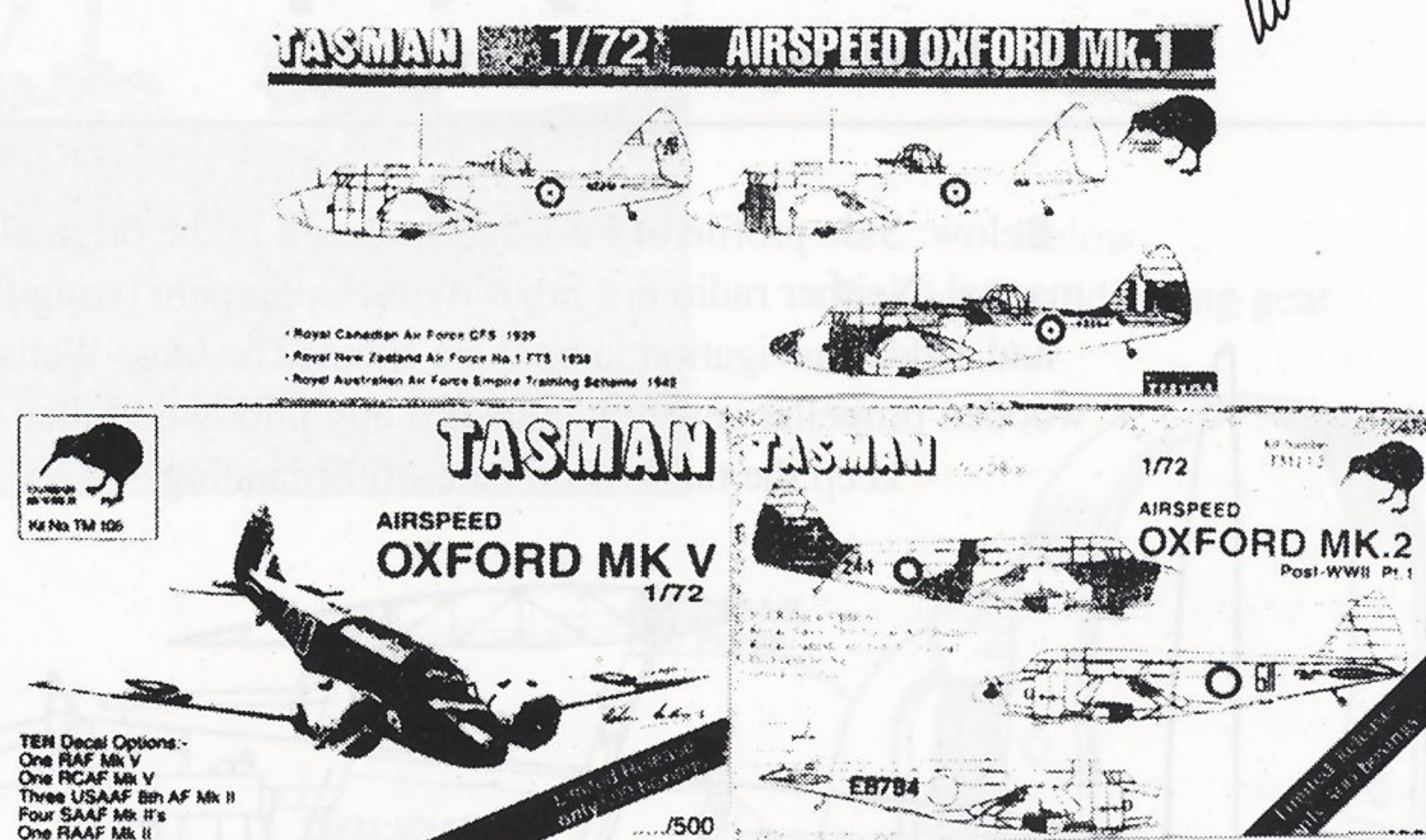


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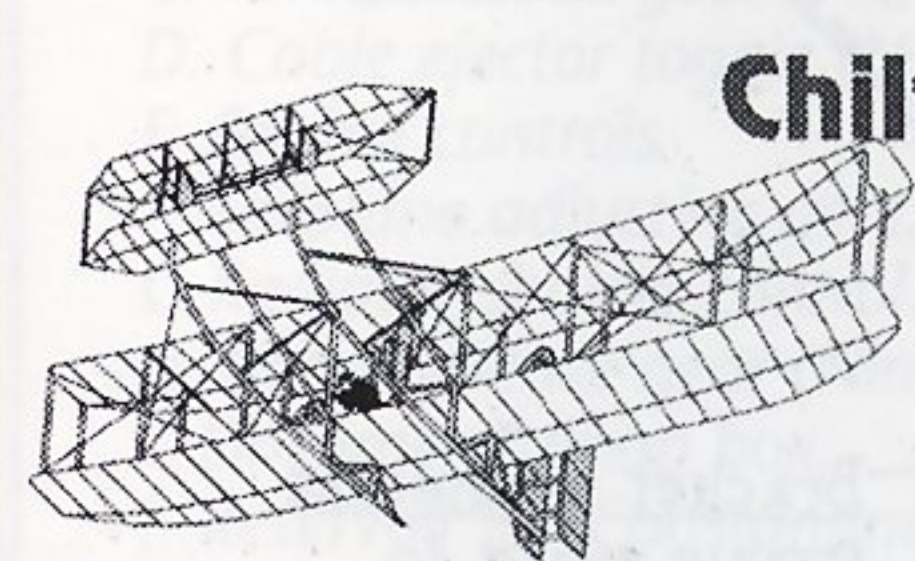
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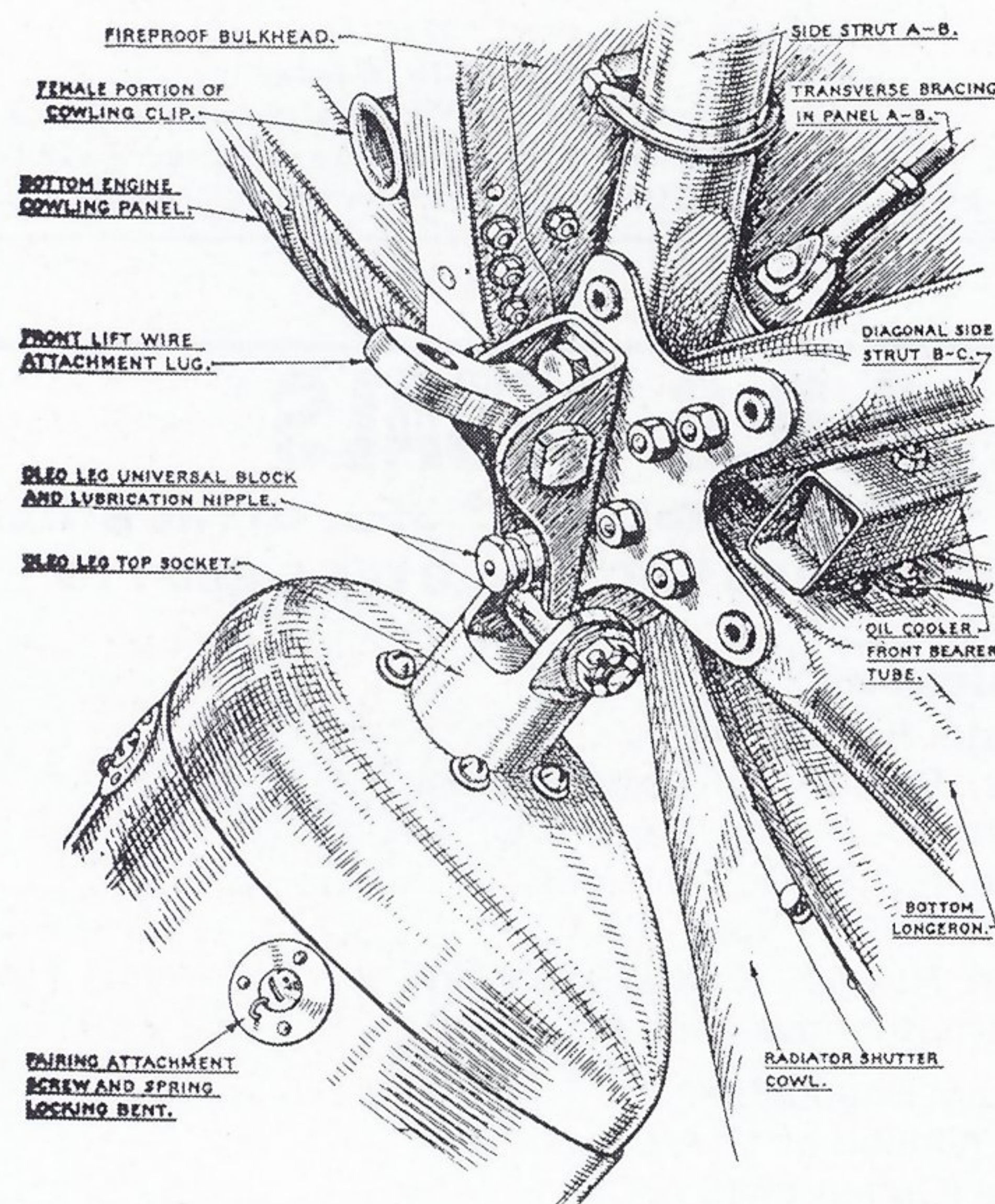
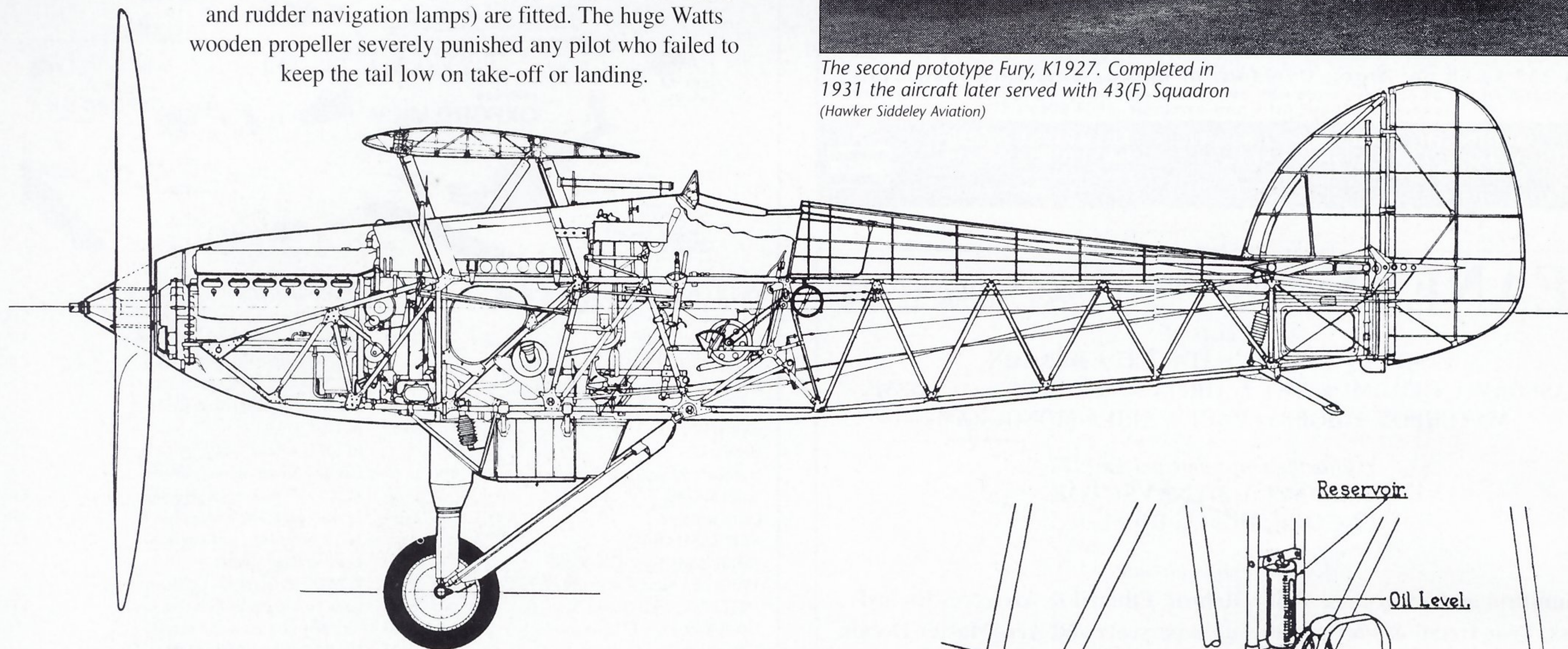
The Hawker Fury (biplane)

by Harry Woodman

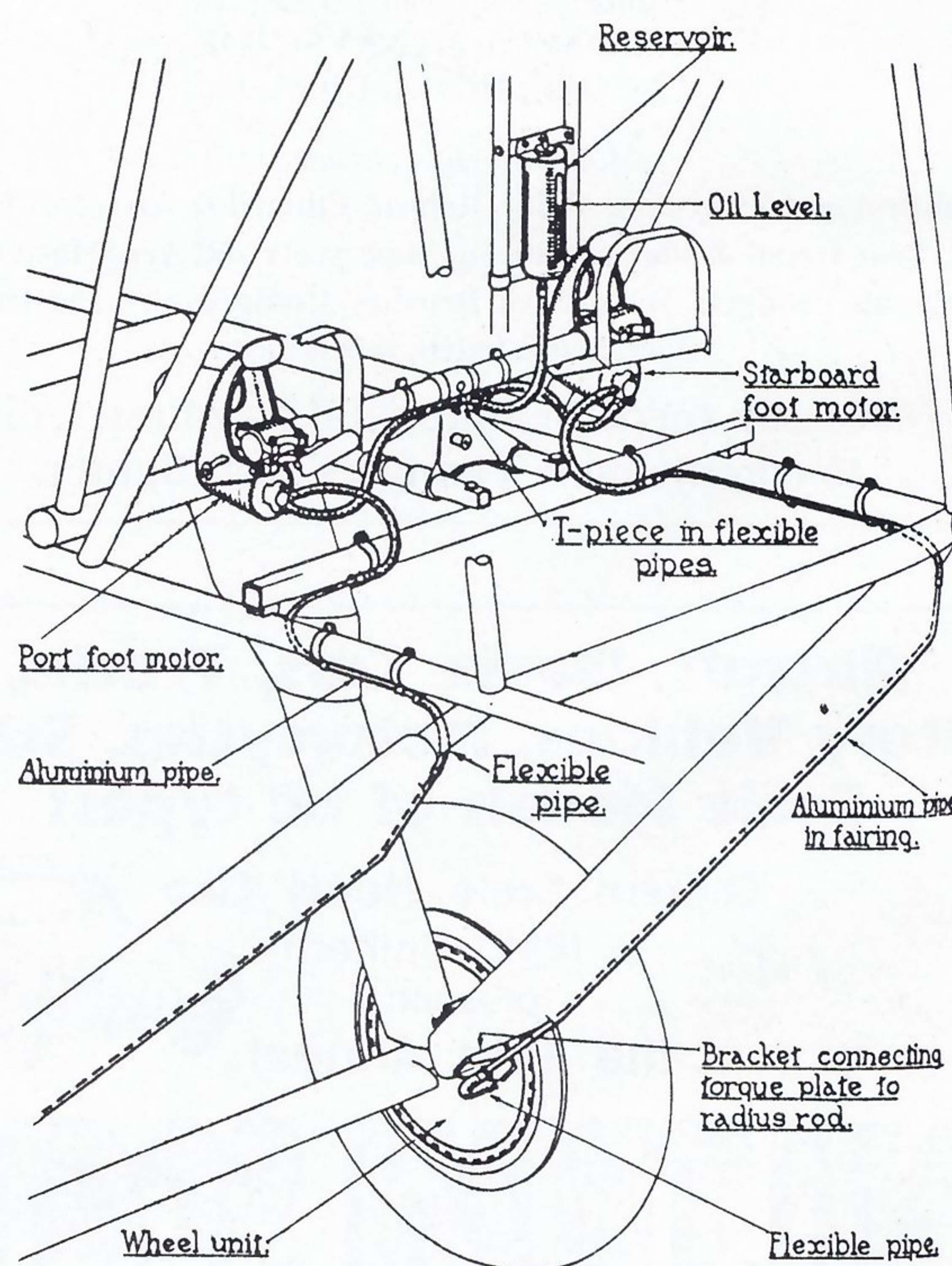
Below: Side profile of Fury I as included in the original manual. Neither radio nor night flying equipment (wing tip and rudder navigation lamps) are fitted. The huge Watts wooden propeller severely punished any pilot who failed to keep the tail low on take-off or landing.



The second prototype Fury, K1927. Completed in 1931 the aircraft later served with 43(F) Squadron (Hawker Siddeley Aviation)



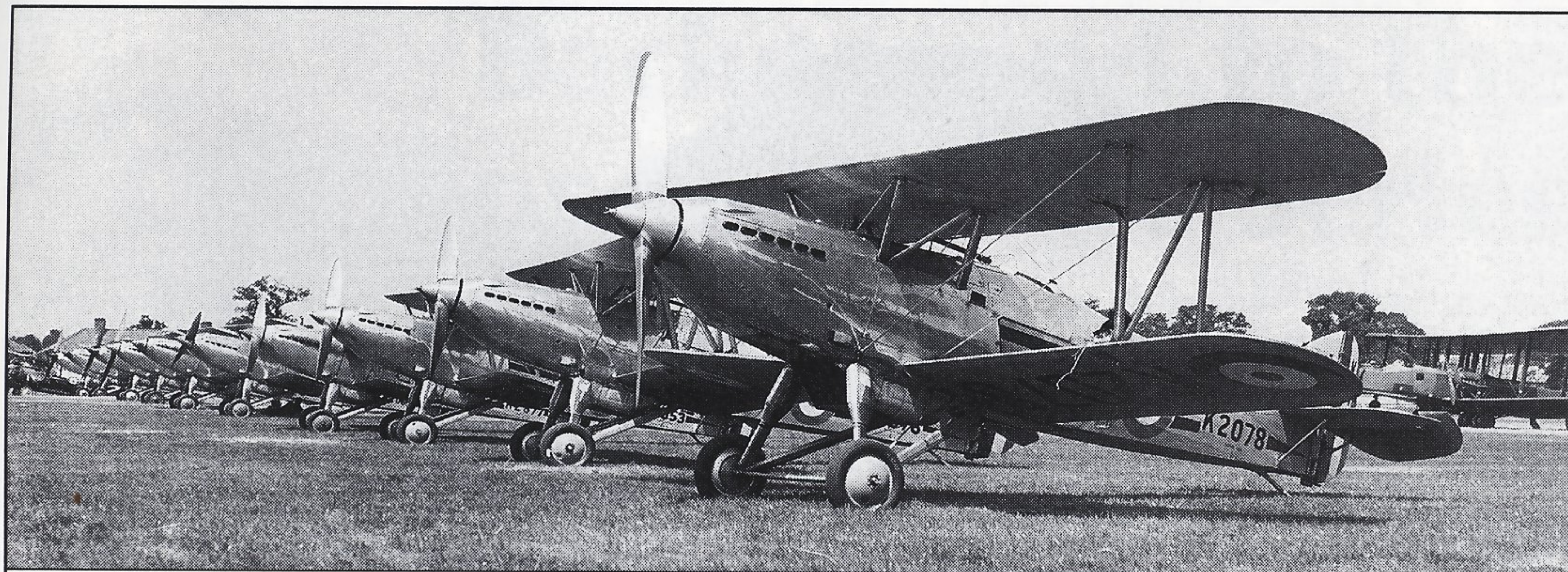
Left:
Arrangement of Palmer
Brake installation



Right:
Joint B Port

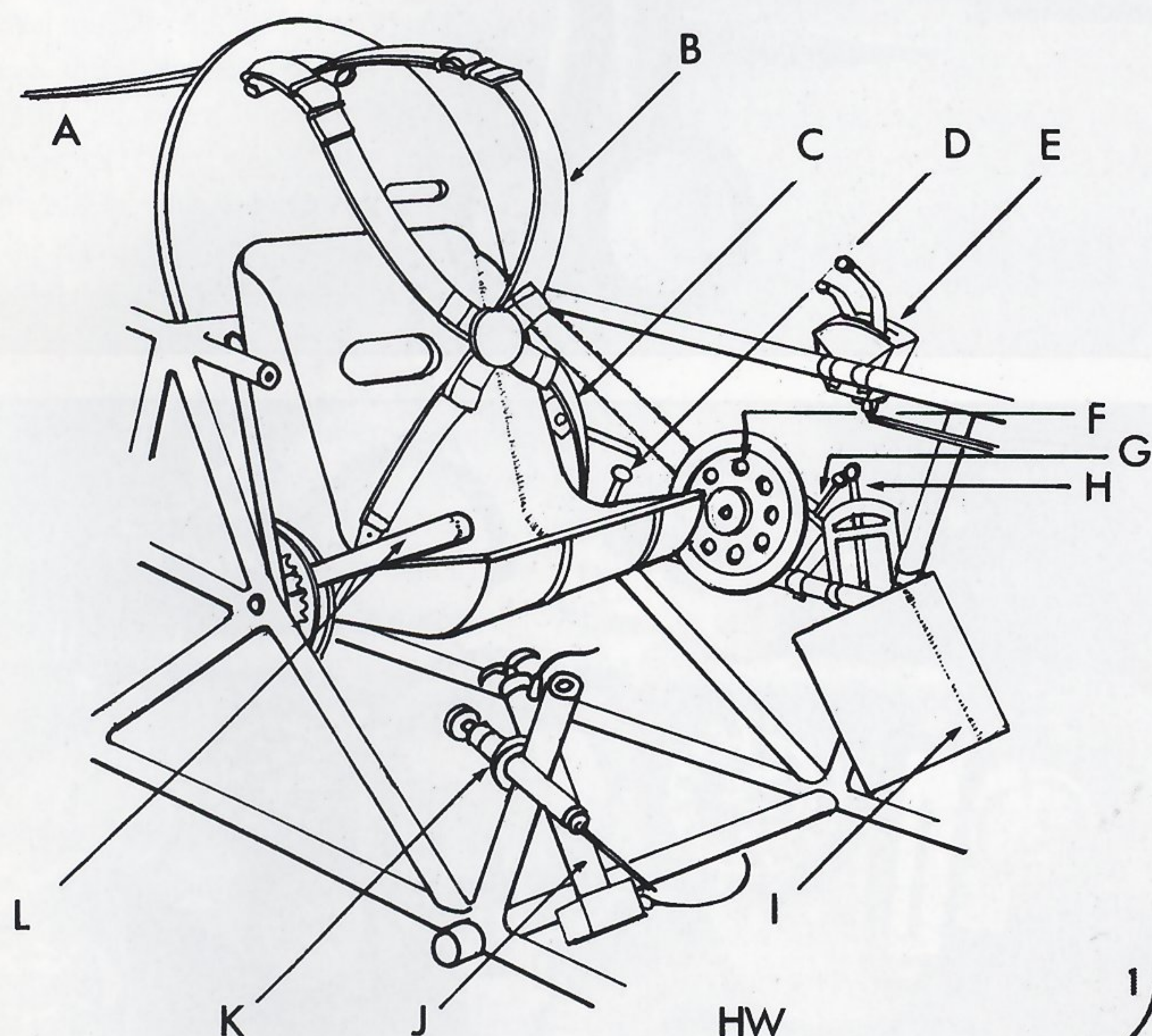


The 'C' Flight Commander's Fury I of No.1(F) Squadron at Tangmere circa 1933. The squadron marking consisted of red bars on fuselage as shown with parallel bars on upper wing. The 'B' Flight colour was blue and this is seen on the fin, turtleback, wheel covers, spinner and propeller boss. Not seen is the blue marking on the stabiliser and elevators which formed a triangle in plan view with its apex at the fin/fuselage junction. Note the distinguishing white spot on the turtleback and the aircraft letter 'J' also in blue. Two Boulton and Paul Sidestrands of 101 Squadron dominate the background.



Fury Is of No. 25(F) Squadron at Hawkinge in 1932/3. The unit marking was black bars on fuselage with parallel bars on upper wing. Note Vickers Virginia at right

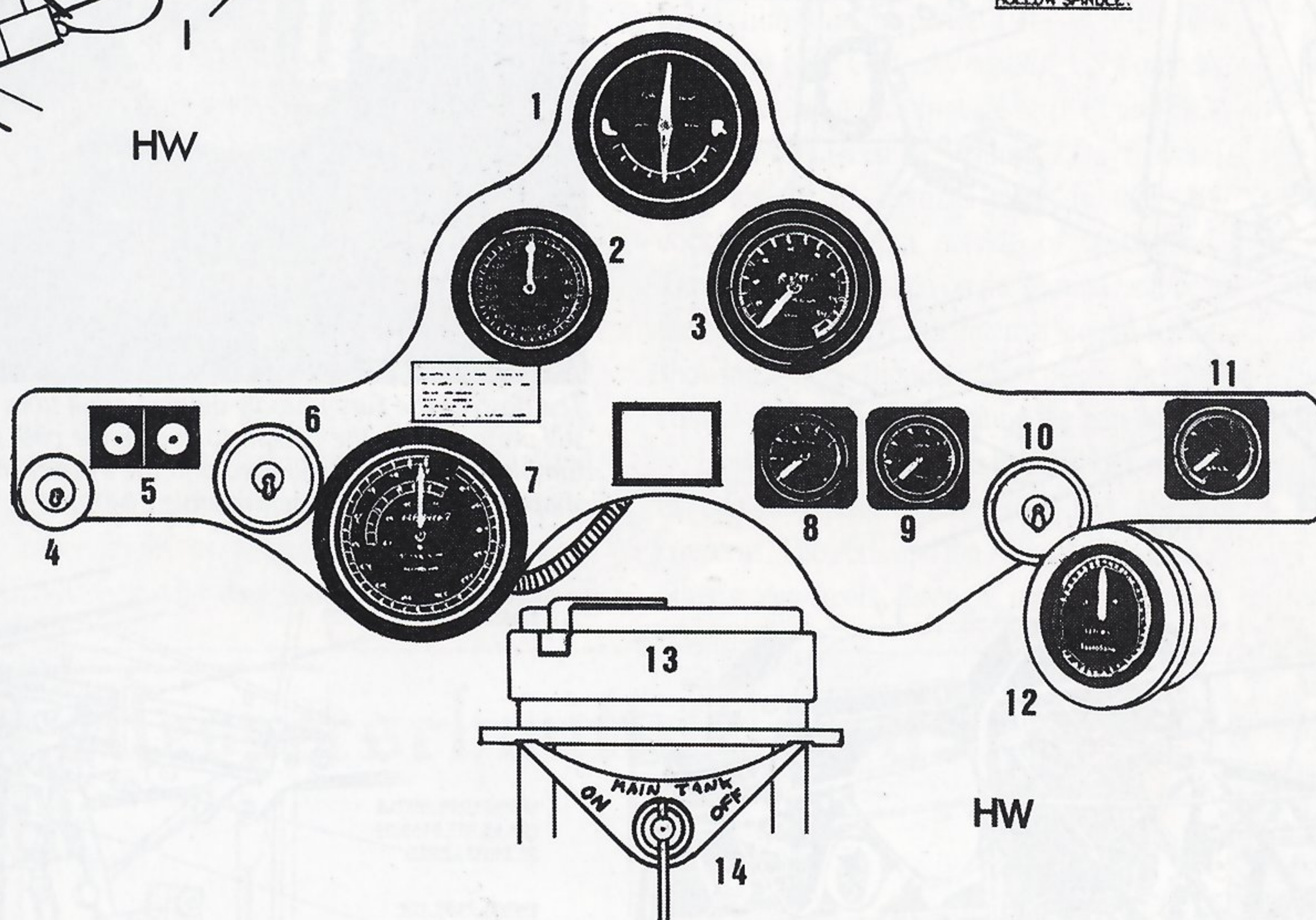
Below:
Rudder Bar adjusting gear



Above: View of the seat area and port side of cockpit.

Key

- A. Sutton harness passes through bulkhead slot and attached at rear.
- B. Shoulder harness with release gear in middle.
- C. Arrestor hook gear (Nimrod only).
- D. Cable ejector toggle (Nimrod only).
- E. Engine controls
- F. Tailplane adjusting gear.
- G. Radiator shutter control.
- H. Bomb release gear (Nimrod only).
- I. Documents/map box.
- J. Reservoir for Constantinesco gun synchronising gear.
- K. Engine priming pump.
- L. Seat adjusting lever.
- M. Gun mounting bar.
- N. Vickers Mk II machine gun.
- O. Sutton harness release pin.
- P. Remote control for radio (if fitted)
- Q. Reservoir for brake fluid.
- R. Unit switches for navigation lights and flares (if fitted).
- S. Voltmeter.
- T. Support bracket with holes for Very cartridges.
- U. Motor generator start switch (for radio if carried).
- V. Brake pedal.
- W. Heel trough.
- X. Brake tubing to rear of undercarriage radius rods.
- Y. Shaft leading to elevator activating lever.

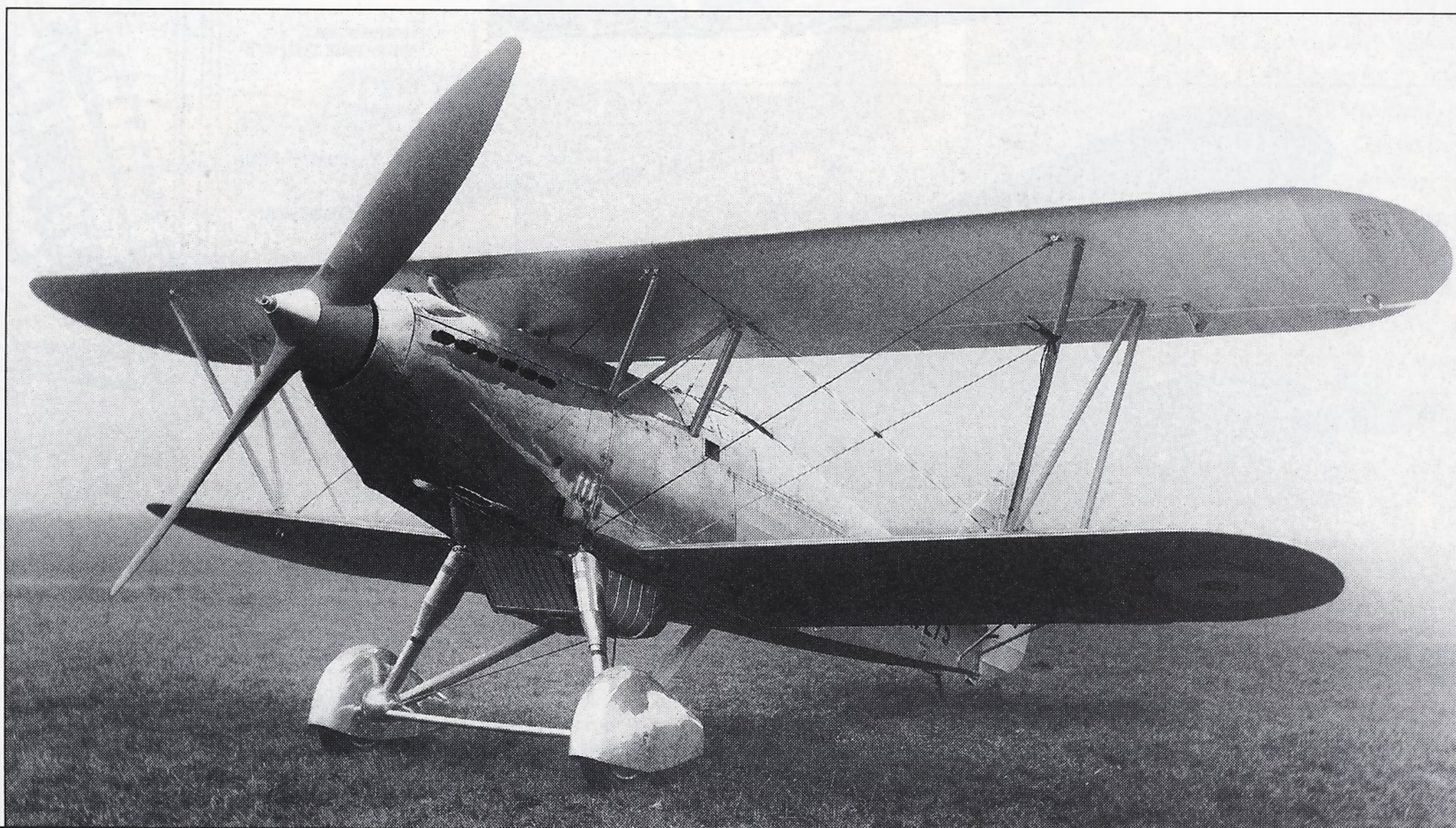


Left: Drawing of instrument panel of Hawker Nimrod I: This is basically the same shape and layout of that fitted to the Fury I. (see The Aircraft Sketchpad for details of differences-Ed)

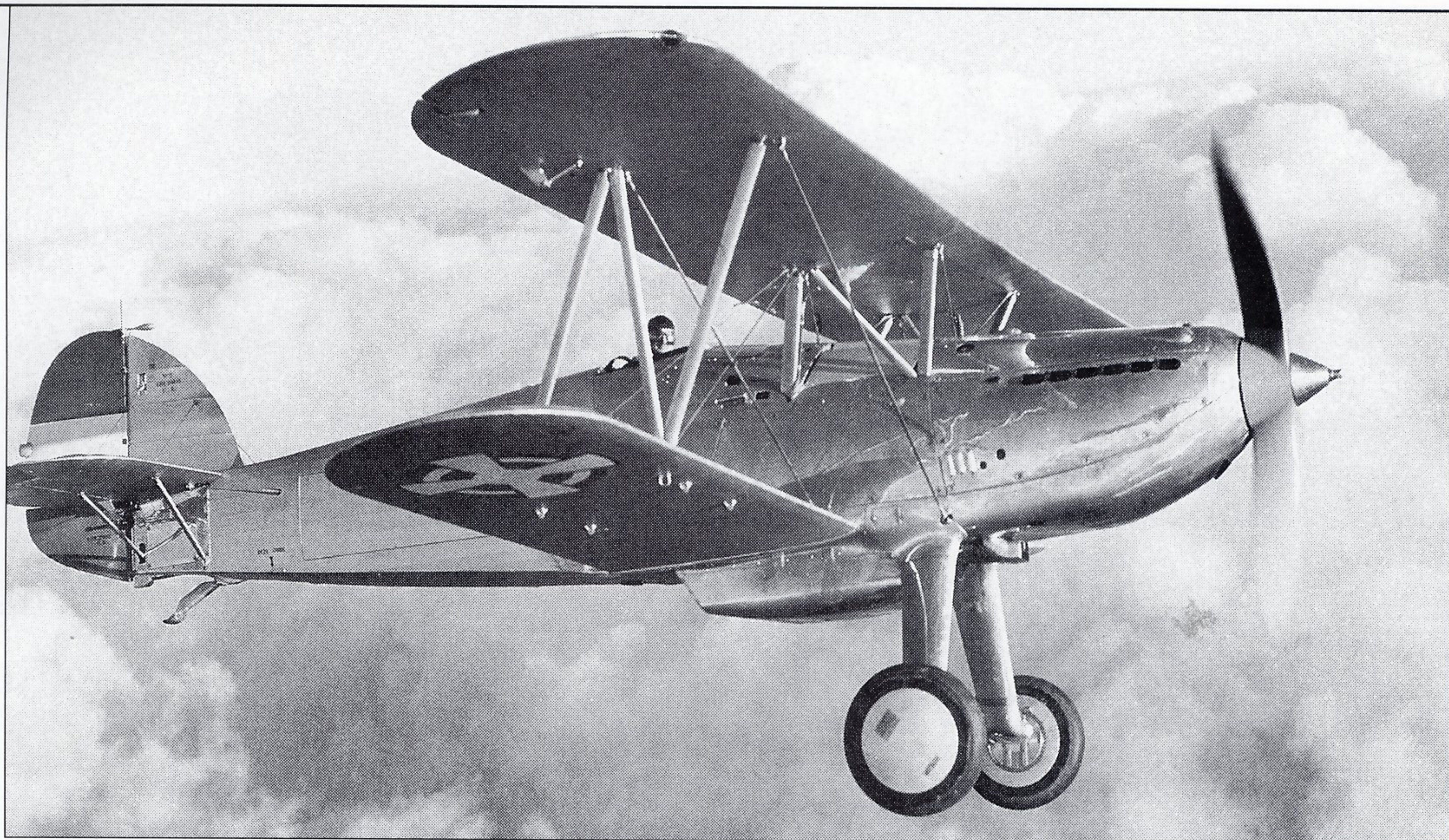
Key:

- 1. Turn and bank indicator
- 2. Airspeed indicator
- 3. RPM indicator
- 4. Cockpit lamp dimmer switch
- 5. Landing flare push buttons (Nimrod only)
- 6. Main ignition switch
- 7. Altimeter
- 8. Oil pressure gauge
- 9. Oil temperature gauge
- 10. Hand starting ignition switch
- 11. Radiator temperature gauge
- 12. Boost Gauge
- 13. Compass
- 14. Main fuel tank cock

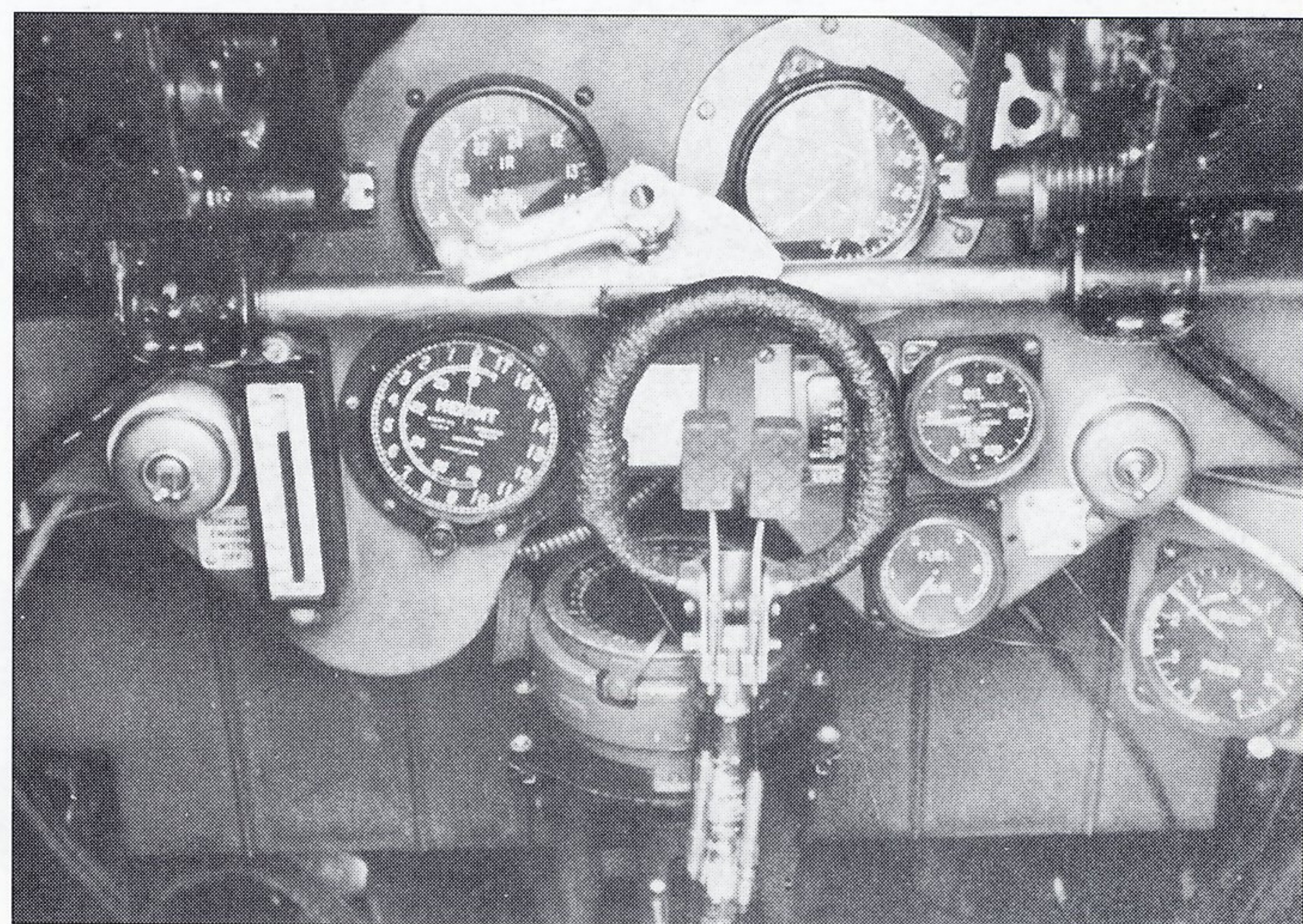
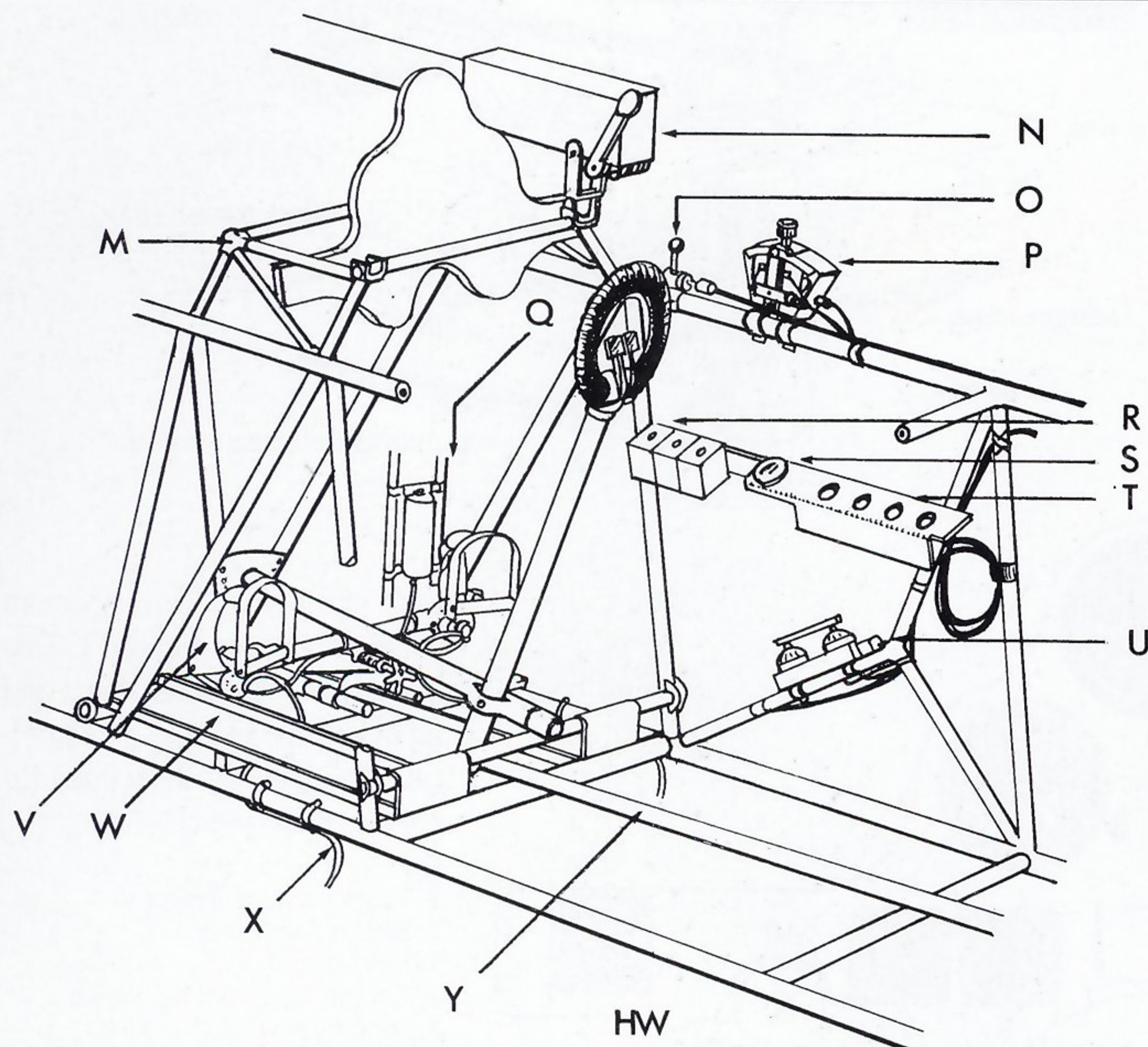
P.4 In 1935 Sydney Camm designed the Fury II powered by a fully supercharged 640hp RR Kestrel VI engine and fitted with streamlined spats. This is K 7275 which was delivered to No. 25(F) Squadron in October 1936 (Hawker Siddeley Aviation)



One of the 2nd batch of "Jugoslav" Furies photographed for publicity purposes before delivery. A number were subsequently built under license by the Zmaj factory in 1937, some of which actually saw action during WWII. Major differences were the use of the Dowty internally sprung wheels and cantilever legs. This machine also has night flying gear (Hawker Siddeley Aviation)

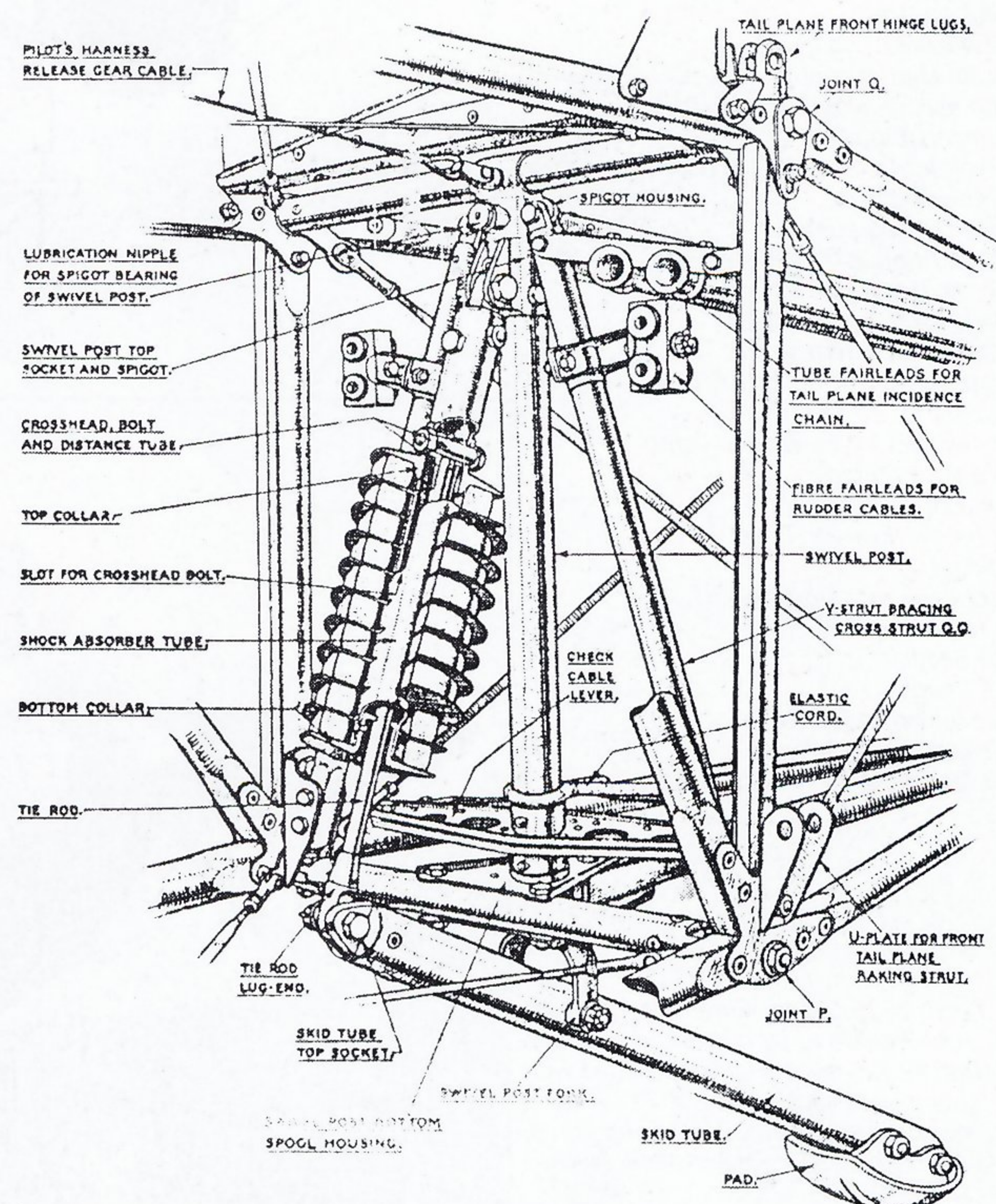
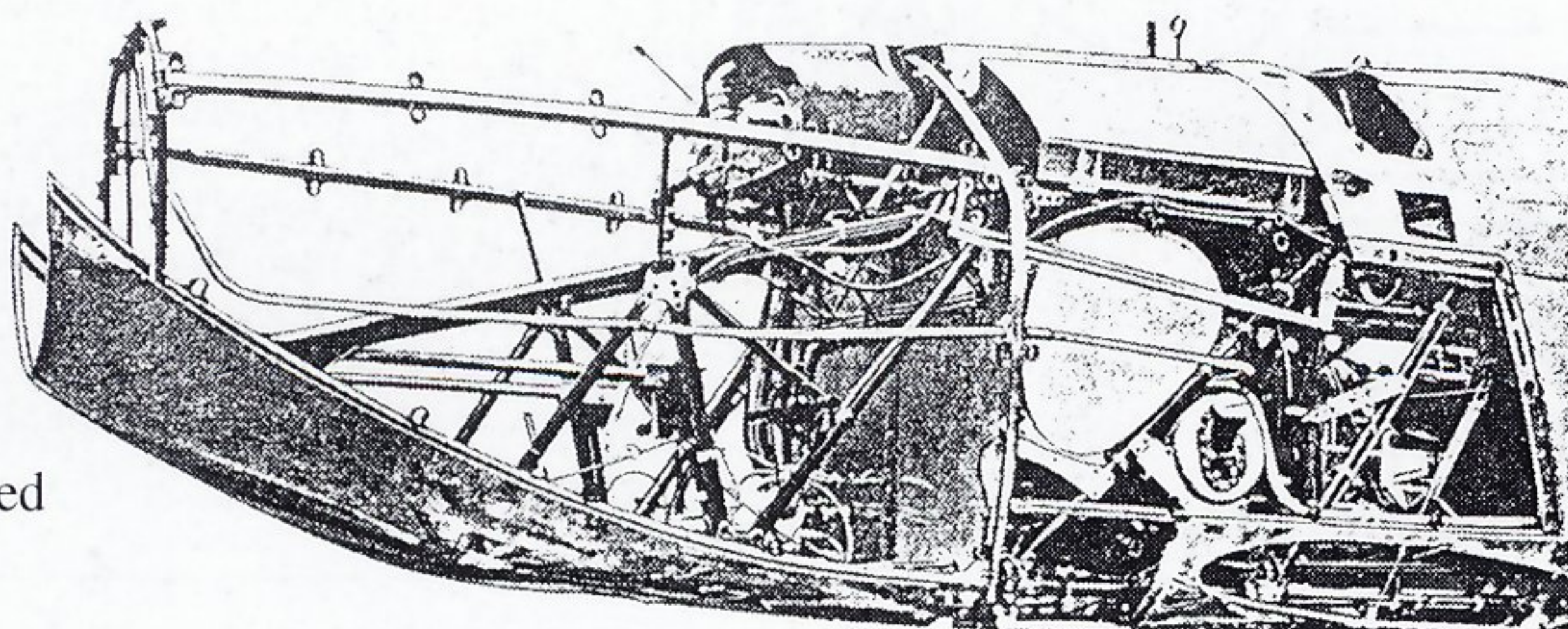


Below: Author's sketch of layout of starboard side of cockpit area. This drawing and its companion actually show the interior of the Nimrod, NOT a navalised Fury but a separate venture although many items were identical. The key (on the previous page) to the drawings indicates which items are specifically Nimrod otherwise the detail is also applicable to the Fury I



The dash of the Fury I hardly differed at all from a scout of 1917. The butts of the two Vickers still protrude into the cockpit to enable the pilot to clear stoppages, domestic brass-topped tumbler switches are still used and the instruments are attached where they can on the dash shaped to fit in the space available (MOD)

Right: Front part of fuselage: cowl and engine removed



Above: Tail Skid Unit



P.6. The Hawker "High Speed Fury" powered by a RR Kestrel VIS engine. This was a private venture aircraft to Specification F.14/32. It first flew on 3rd May 1933 and passed through various stages. It is seen here with steam condensers along the leading edge of the upper wing, the lower one being tapered. The machine was used mainly as a test bed for the RR Kestrel and Goshawk engines. The absence of rudder stripes indicated that this photo was taken post-August 1934 (Hawker Siddeley Aviation)

Background to the Chronos Luftwaffe Series

Many of you may have read about this series of new videos from Chronos in our News Update pages over the past few months. Well the first two videos in the series are now available and what follows is a brief look at the production of this series by those involved in creating them.

“ This article has been prompted by points raised by purchasers of our series on German armour released last year, and which have a direct bearing on our forthcoming Luftwaffe videos. Comments suggest that many people who viewed the films were unaware of the sources of the original footage, and the purpose for which it was taken. Many observed that it would have been useful had we included footage of, say, the interior of particular tanks, close ups of the engine compartments, detailed film coverage of marks and variants of particular tanks etc. etc. While as a modeller I could understand why such film would be highly desirable, it really does beg the question of whether it was ever taken, and if it was, did it survive the war? The points that will be raised about the Luftwaffe series will be of a similar ilk. What must be understood from the outset is that the footage that was employed to make our series on German AFVs, and which is now being employed in the new Luftwaffe series, was not made with plastic aircraft modellers or aircraft enthusiasts in mind!

At least 98% of all the footage employed on the Chronos Luftwaffe videos series derives from Deutsche Wochenschau, or German newsreels. These were made by Josef Goebbels' Propaganda Department, both for showing on German screens and abroad. All the footage that we have edited to use in the Luftwaffe series from this source was seen by German audiences attending the cinema in the weekly newsreel show that proceeded the main film. The English equivalent was Pathe News, and in the US, 'The March of Time'. Their principal function was to both form and inform, through the conveying of images that gave those viewing them the assurance that the war was progressing in their favour. Thus for the makers of the weekly Deutsche Wochenschau, footage taken of Fw 190s, Bf 109s, Bv 138s, He 111s etc was incidental to the primary task of such films, to convey images of the prowess of the Wehrmacht on land, sea and air. Therefore, more often than not, what one sees in the way of subject matter is there by accident rather than design. For example, what little footage was ever taken of Fw 190D-9s we have included on Vol. 2 of Dayfighters. They are seen during Operation Bodenplatte, and on the Oder Front in March 1945. The cameraman did not take them because they were D-9s, but because they were the aircraft being operated by the units they happened to be filming to illustrate the continuing operations of the Luftwaffe on both the Eastern and Western Fronts. The same is also true of almost all other Luftwaffe types filmed for the Wochenschau. However, certain types did command greater coverage. Classic examples would be the Junkers Ju 87, and the Focke Wulf Fw 200 Condor, where the type had gained notoriety, or had become associated with a particular operation that Goebbels wished to see given greater coverage.

There were however other factors that

impinged upon what was filmed, and how such film was presented. It is clear that editors in the Propaganda Headquarters in Berlin were as judicious in cutting up film, and including images and scenes for their impact rather than their accuracy. Thus, when we came to edit the limited footage of dayfighters in the period June to December 1941, covering the opening period of the Russian Campaign on Wochenschau, it rapidly became apparent that the editors in Berlin had cheated. Very little of the film shown to German audiences, and purporting to be of the

accompanied bomber units who could accommodate cameramen within their aircraft without difficulty. Another example, dating from 1940, of 109s dog fighting with Spitfires, and shot by a cameraman on He 111s, or Do 17s looks very suspicious. Indeed, a Spitfire that is shown going down trailing smoke, is seen to crash and blow up. The wreck is seen burning on the ground and is flown over by an He 111. On closer examination the wreck is that of a crashed Whitley brought down over France, and set on fire for filming purposes! By the same



Jagdwaaffe in action over Russia in that period was actually taken then. Shots of Bf 109Es operating during the Battle of France, and in the Battle of Britain have been dropped in to build up the footage. Bf 109s of units that did not serve in Russia at this time appear. They are then seen in action shooting down what are supposedly Red Air Force fighters over the Baltic states, when it is apparent they are Spitfire Mark Is and IIs! It is most unlikely that German film audiences would have been aware of this, and those making the film would have regarded such observations as irrelevant, the images were conveying what they wanted - an impression of

token, film from the period 1943-44 of Bf 109s operating over Germany against US bombers, intercuts gun camera footage of B-17 and B-24 shoot downs (seen in Volume 2:Dayfighters), with images of German pilots in their 109 cockpits taken from outside of the aircraft. These shots were taken on the ground, and/or in the studio, as were all internal cockpit shots showing pilots flipping the covers on their control columns, and operating the gun buttons.

However, it is also clear that the lack of film of certain types reflects other less obvious concerns. The Axis and the Allies acquired each other's newsreels through neutral countries.



overwhelming German air superiority!

However, there are also other reasons that account for the relative lack of fighter footage throughout the war. In the first instance there was the obvious practical difficulty of using a ciné camera in the small cockpit of a Bf 109. Use of a camera in such a confined space by the pilot was decidedly impractical. Furthermore, in the case of the aforementioned Barbarossa footage, the rapid movement of dayfighter units leapfrogging from base to base in the advance into Russia caused immense practical problems for the limited number PK film crews, most of whom advanced with the ground forces. Those attached to the Luftwaffe more often than not

Either side would study the others film to glean what they could in the way of information about each other's aircraft types. It would seem that this, rather than the more prosaic observation that it was difficult to film at night, explains the almost total lack of nightfighter footage. As radar equipped nightfighters represented the cutting edge of German wartime electronic technology, any film of Me 110s and Ju 88s with their noses festooned with Lichtenstein radar arrays would have given the Allies valuable information as to their capabilities. They were therefore very infrequently filmed, although clearly the technical difficulties of filming at night still remained.

It is therefore the case that these videos draw on film originally produced for a totally different purpose than conveying information to enthusiasts or modellers fifty plus years after the event. Adapting footage is a very involved, time consuming and expensive process. Even so, our concern, as with the Panzers, is to give you, the viewer, the most accurate (within obvious limitations) and complete coverage of the subject matter. Every attempt has been made, where possible, to include sections from original film that in some cases is degrading rapidly. Some of this film is over sixty years old (witness all the work needed to clean the Star Wars print for re-release and that dates from 1976!), but has been cleaned up for use. Colour footage has also been included (but not masses of it as was suggested by the editor recently - masses never existed!). The bulk of this film was captured by the Red Army during the closing weeks of the war. That it survived at all was a chance. Goebbels had ordered the destruction of all Wochenschau material and all stills collections to stop them being captured by the Allies. Many were indeed destroyed or lost in the fighting and bombing. However those that survived by chance form the basis that has been used in this series. Whilst we do not claim that it is exhaustive, it brings together a vast amount of film never before made available in this fashion.

The series comprises the following subjects:

- Vols 1 and 2: Dayfighters 39-45
- Vol 3: Zerstorers and Nightfighters
- Vol 4: Stuka and Schlachtflieger
- Vol 5 and 6. Bombers 39-45, Floatplanes and Flying boats.
- Vol 7 Jet fighters, Bombers and V-weapons
- Vol 8: Transports, Gliders and Fallschirmjager.

One is however left with two thoughts. Oh that so much more had survived the war, and wouldn't it have been interesting to observe what the editors cut out and consigned to the cutting room floor!

Editor's Comment

I was lucky enough to be passed advanced copies of the first two videos by Chronos and I have looked at them a couple of times to let you know what I think about them. The footage used in these first two is basically all in black and white. The story line charts the development of the day fighter in Luftwaffe service in its two sections (1939-42: Vol 1 and 1942-1945: Vol 2). Each video contains a good selection of new footage for types such as the familiar Bf 109 and Fw 190, although lesser types are also included. The second volume was my favourite, as it had some superb footage of Fw 190D-9s taking off from a rain soaked forward strip. One of them nearly gets it wrong when he hits deep water and the nose tips..... oh, that prop was so, so close!

You won't get much interior footage in these, as is pointed out previously, simply because it does not exist. I found each title interesting and watchable, as a modeller it gave useful pointers about the actual operational use of these types as well as the facilities offered on a Luftwaffe base, and as a Luftwaffe fan they certainly add another dimension to my existing collection.

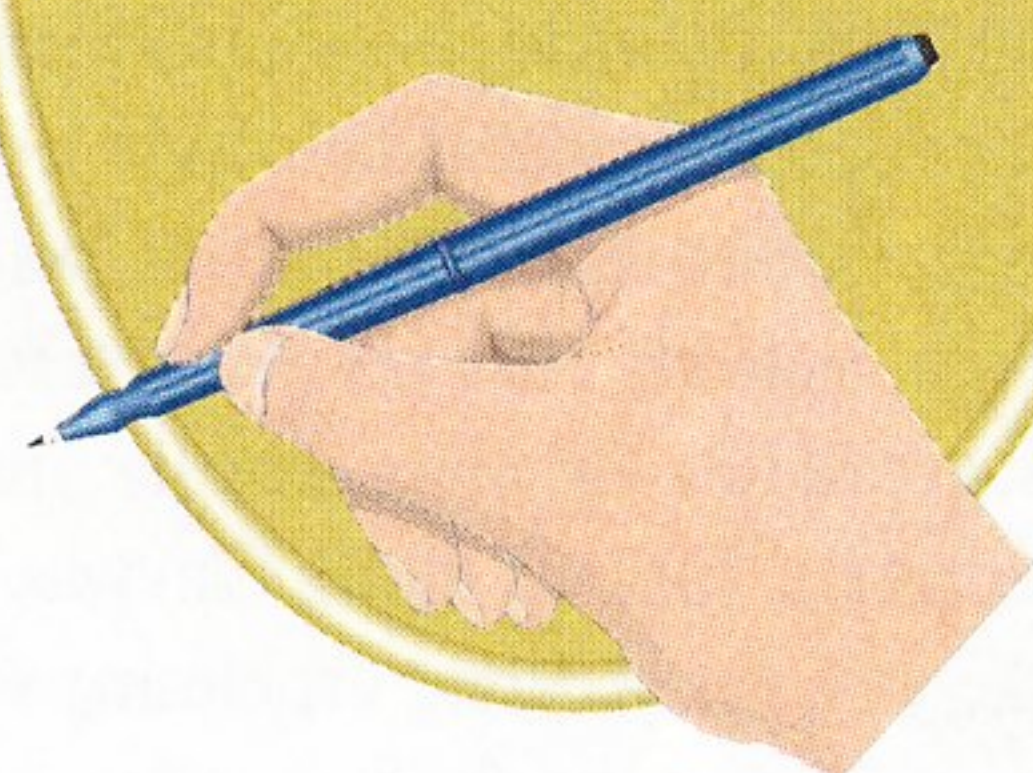
If you like the subject matter and can fit watching the telly in between modelling, then these videos are for you. Collect the whole set, they will be worth having.

If you want to know more about the Chronos range, contact them at:

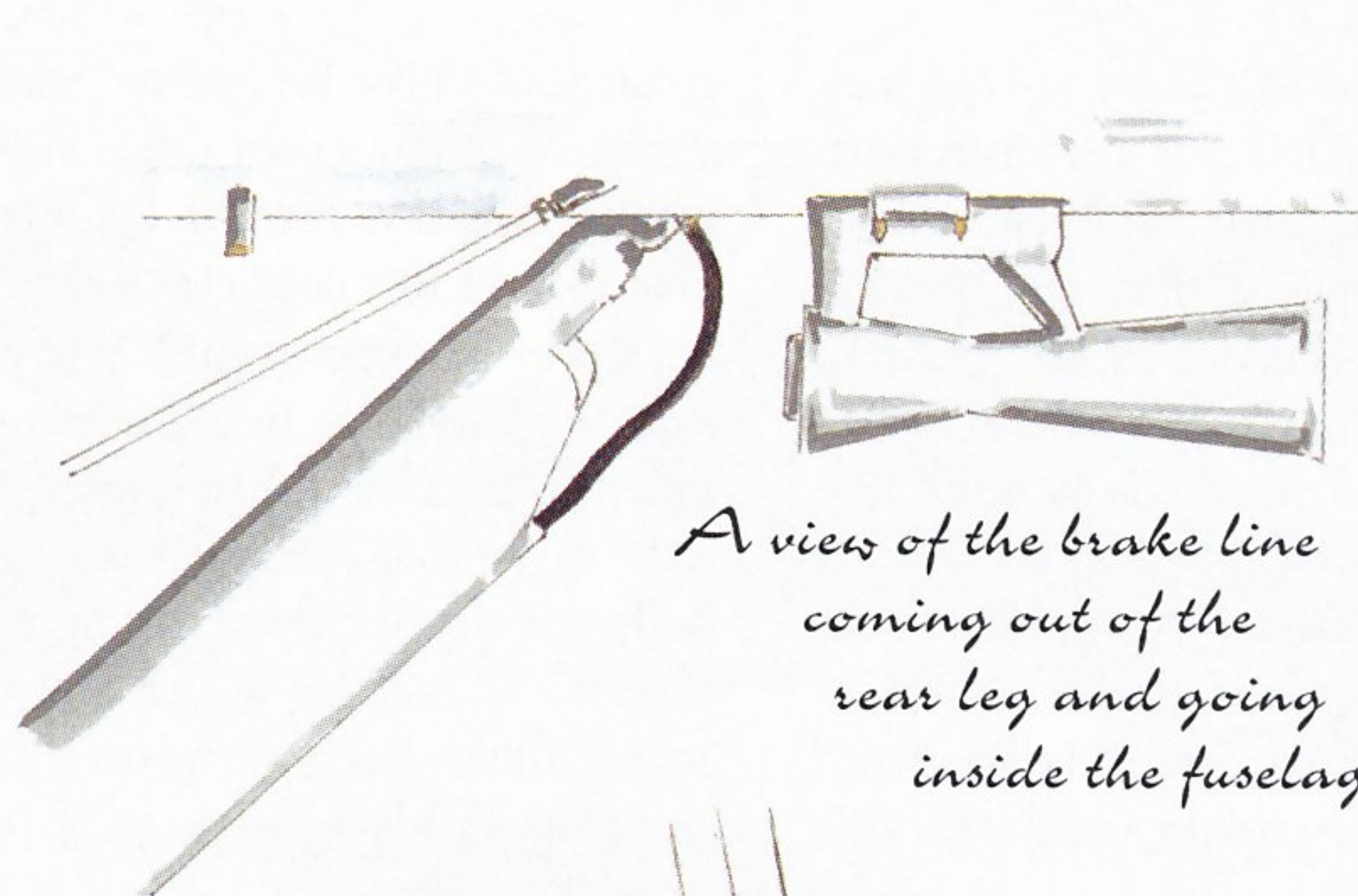
Unit B12, Trinity Business Centre,
305 Rotherhithe Street, London. SE16 1EY
Tel: 0171 237 6651 Fax: 0171 237 5776

Aircraft Sketchpad

by
Steve Benstead

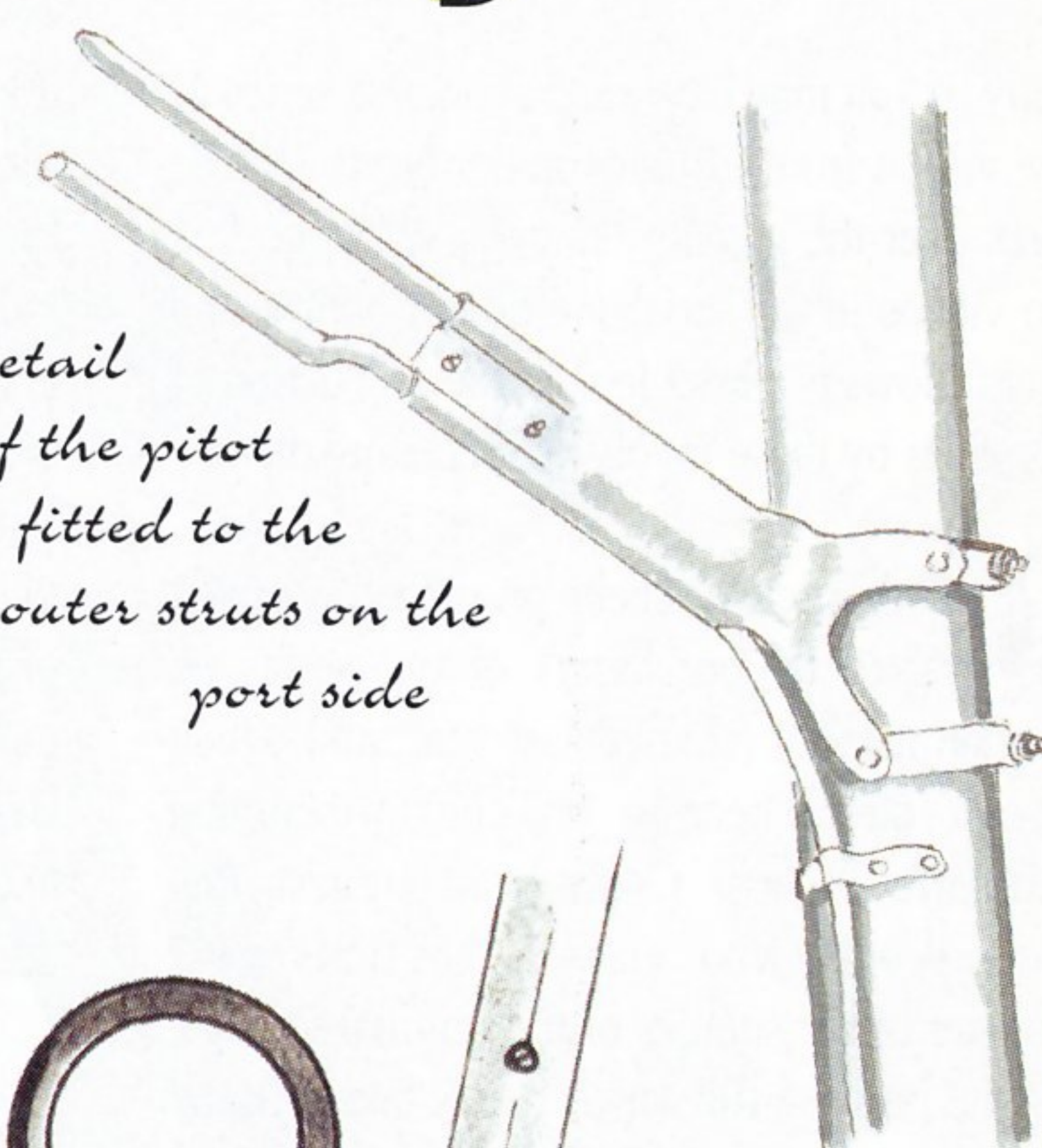


Hawker Fury I



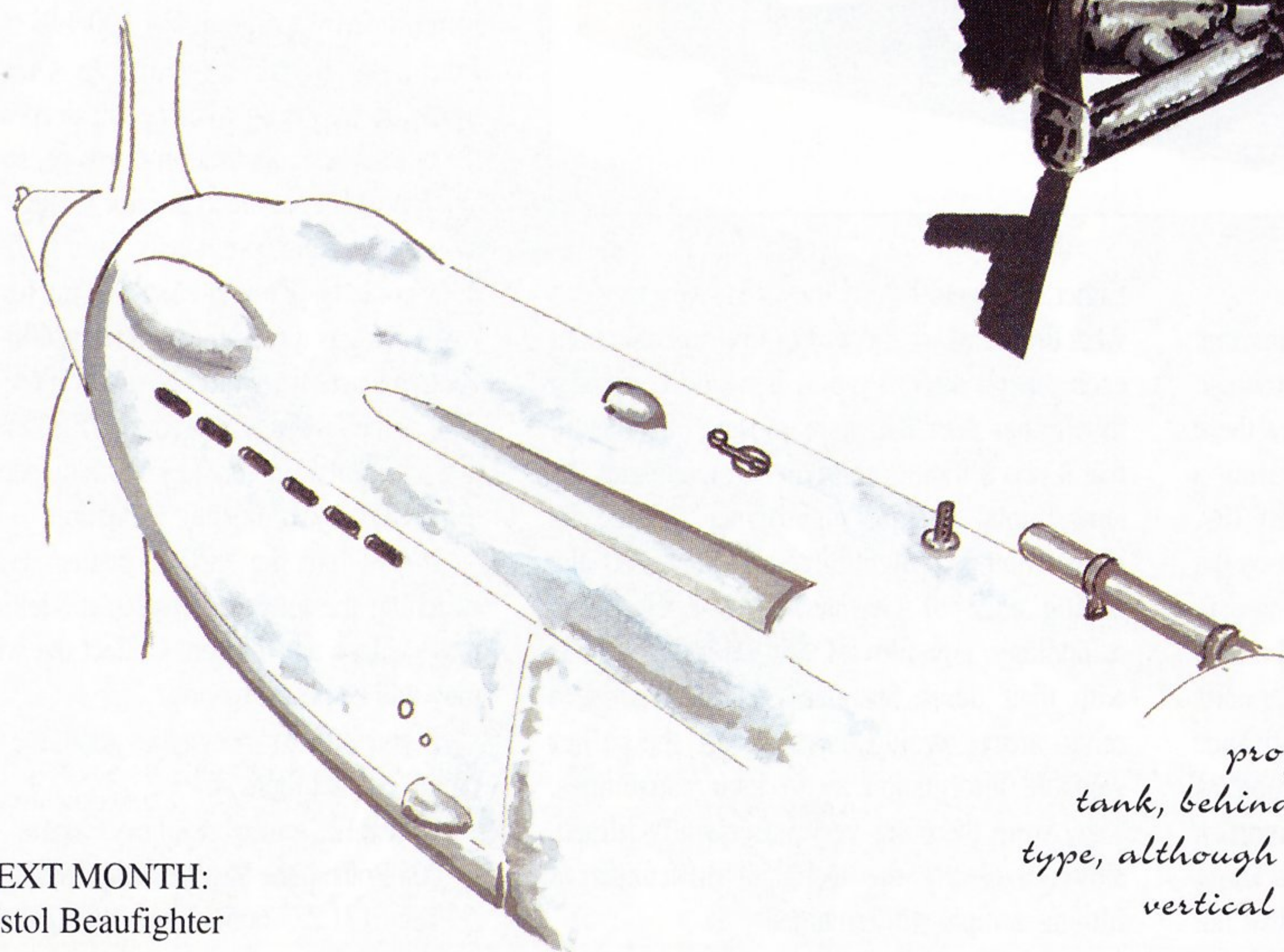
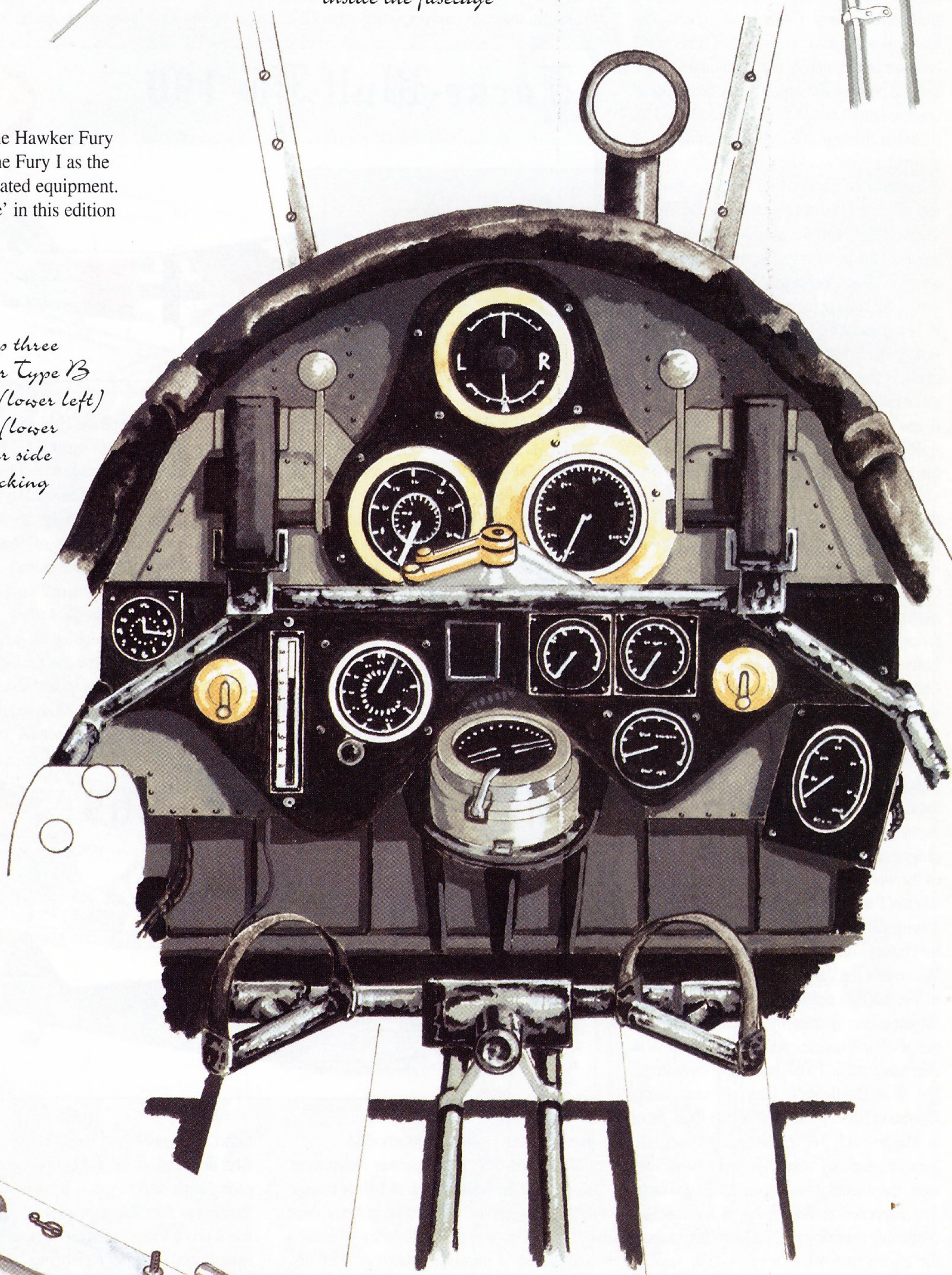
A view of the brake line coming out of the rear leg and going inside the fuselage

Detail of the pitot fitted to the outer struts on the port side



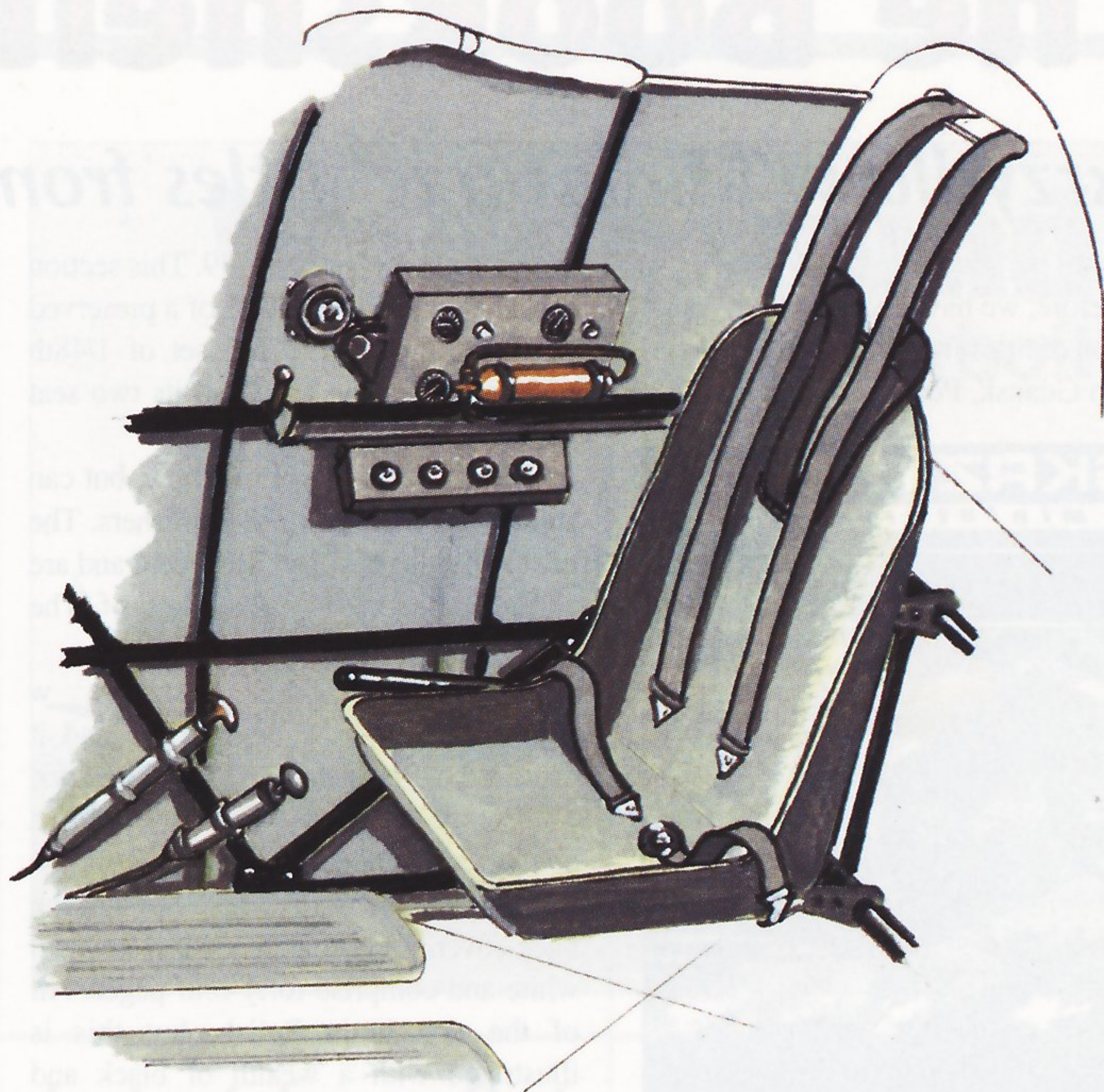
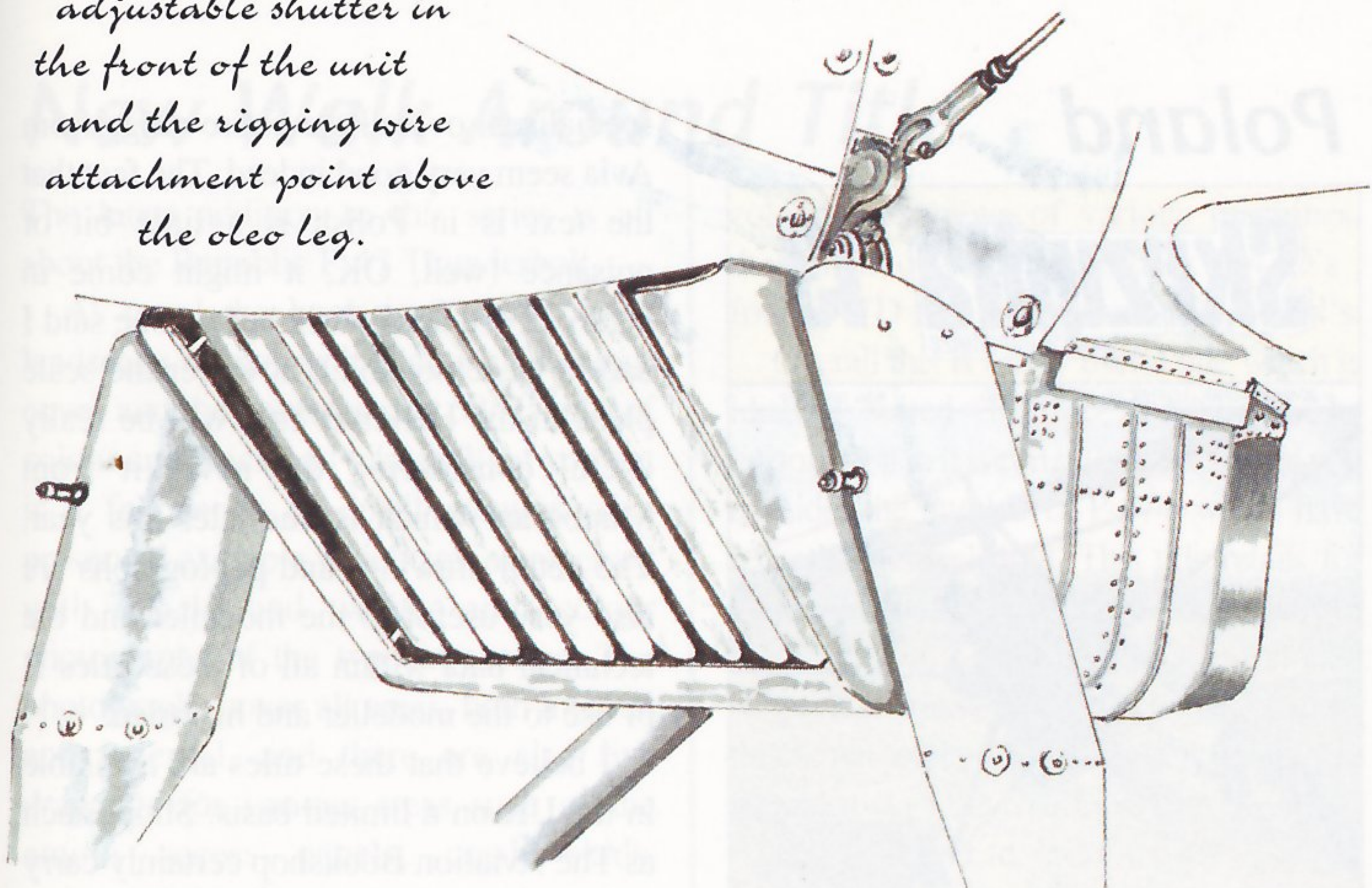
Steve Benstead takes a look at the interior of the Hawker Fury Biplane. Please note that the diagrams depict the Fury I as the Fury II was fitted with a radio and all its associated equipment. Please look at Harry Woodman's 'Aero Feature' in this edition for an indication of some of these changes.

The main instrument panel. The top three instruments are the turn indicator Type B (top), the airspeed indicator (lower left) and engine RPM indicator (lower right). The two levers on either side of these instruments are the cocking levers for the cowl machine guns. The two levers in the centre of the bar running between each gun, are the fuel cocks for the main and gravity tanks. On the lower section of the panel (left to right) are a clock, magneto switch, inclinometer, altimeter, oil pressure gauge, oil temperature (top) and fuel pressure (lower), magneto switches and a boost pressure gauge on the auxiliary panel to the extreme right. In the lower mid section of the panel is the compass.



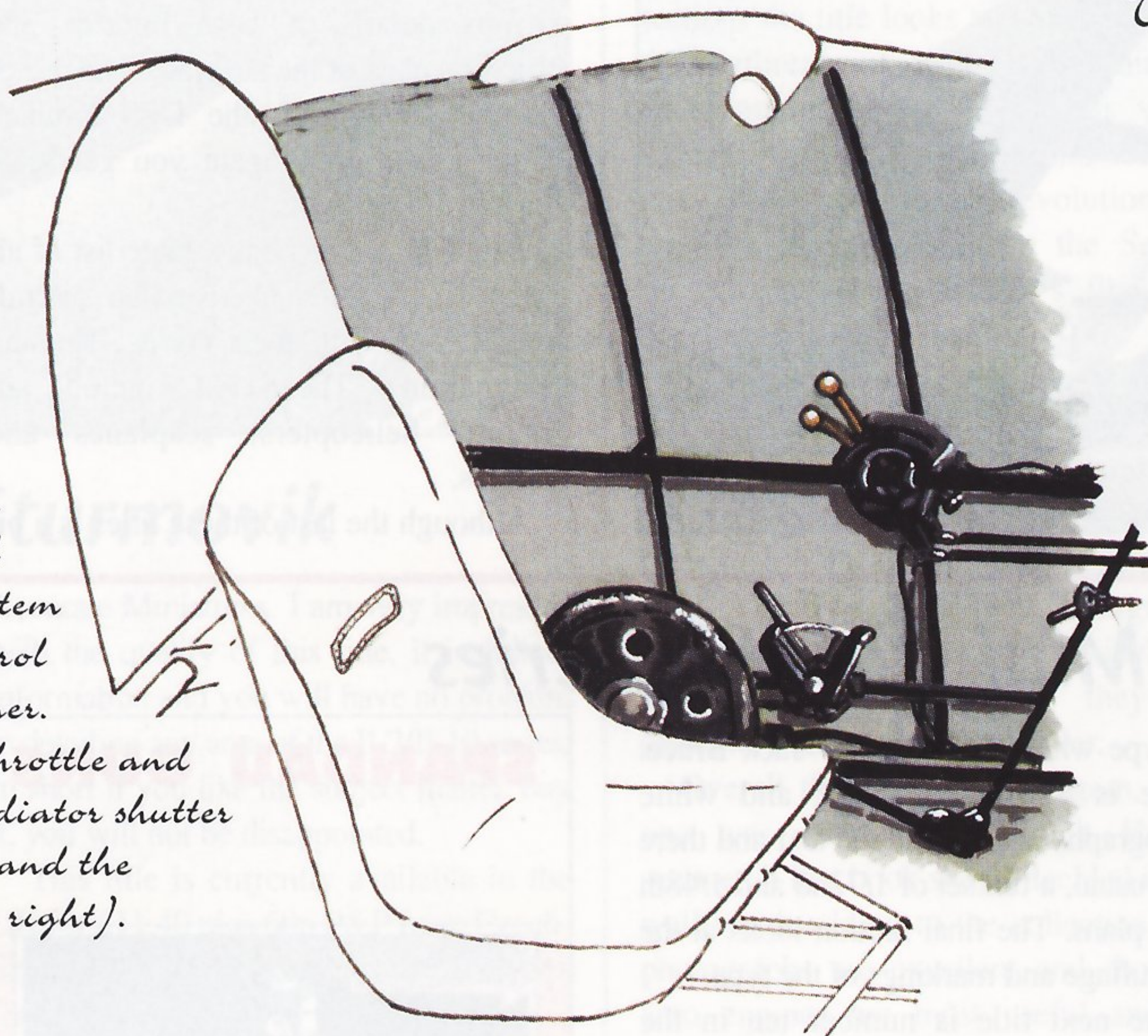
The upper cowling decking, viewed from the cockpit to the propeller. The bulge at the front is the 'steam dome' for the coolant tank, behind which is the fuel filler cap. This is depicted as the locking type, although some versions had a simple threaded version. Behind this is the vertical fuel contents gauge for the main tank and the Aldis tube sight.

The ventral radiator unit. Note the adjustable shutter in the front of the unit and the rigging wire attachment point above the oleo leg.



The right sidewall of the cockpit and seat. Here you can see the uncluttered interior of this type. The two pumps on the lower left are for the gun-firing recuperator (upper) and engine priming (lower). The large circular item to the top left is a rheostat for the pilot's heated goggles. The main box alongside that is the oxygen control panel, while the small box below that is for signal cartridge storage. The small lever visible on the right side of the seat is the height adjustment lever for it. Note that the rear bulkhead is wood and the seat harness slots into it. The seat itself is attached to two rods which run crosswise.

A rear view of the radiator unit. Note the venturi to the right and the support braces inside the radiator. The brake line for the main wheel comes up inside the rear fairing and can be seen emerging out of the top of the rear leg and going back into the undersurface of the fuselage.



The left side of the cockpit. This side is even less cluttered than the right side. The main item is the tailplane incidence control wheel in the bottom left corner. The other items in view are the throttle and mixture controls (middle), the radiator shutter control lever (bottom middle) and the cabin heating control (far right).

Colour Notes:

Predominantly the cockpit colour is whatever the fabric was doped with. This could be a brick red colour, or it could be the external colour with markings viewed from behind. The framework is usually black, although we have seen a colour similar to 'Interior Green' used. The instrument panels are usually 'brushed' aluminium although we have noted gloss black being mentioned for this area. The wooden bulkheads are varnished and most of the internal fittings seem to be gloss black. The priming pump is brass as are the magneto switches and instrument surrounds. Unlike later machines we have covered, the instruments in this machine are black faced with silver engraved numbers. The compass has a grey body with a black top and white internal markings. The clinometer is black with a white interior and is filled with liquid. Things like the tailplane incidence control wheel are a reddish plastic, like bakelite. The seat belts are canvas and they tended to get dirty very quickly.

Main Reference Sources:

- Air Publication for the Hawker Fury I
- In the Cockpit B. Macdonald & Co. Ltd. 1988 edition
- Classics of the Air Marshall Cavendish Ltd. 1988 edition
- RAF Yearbook 1978
- On Silver Wings by O. Thetford & A. Lumsden Osprey Aerospace, 1993.
- Aircraft Illustrated No.4 P.J.R. Moyes (editor)
- Hawker biplanes article by K. Munsdon.

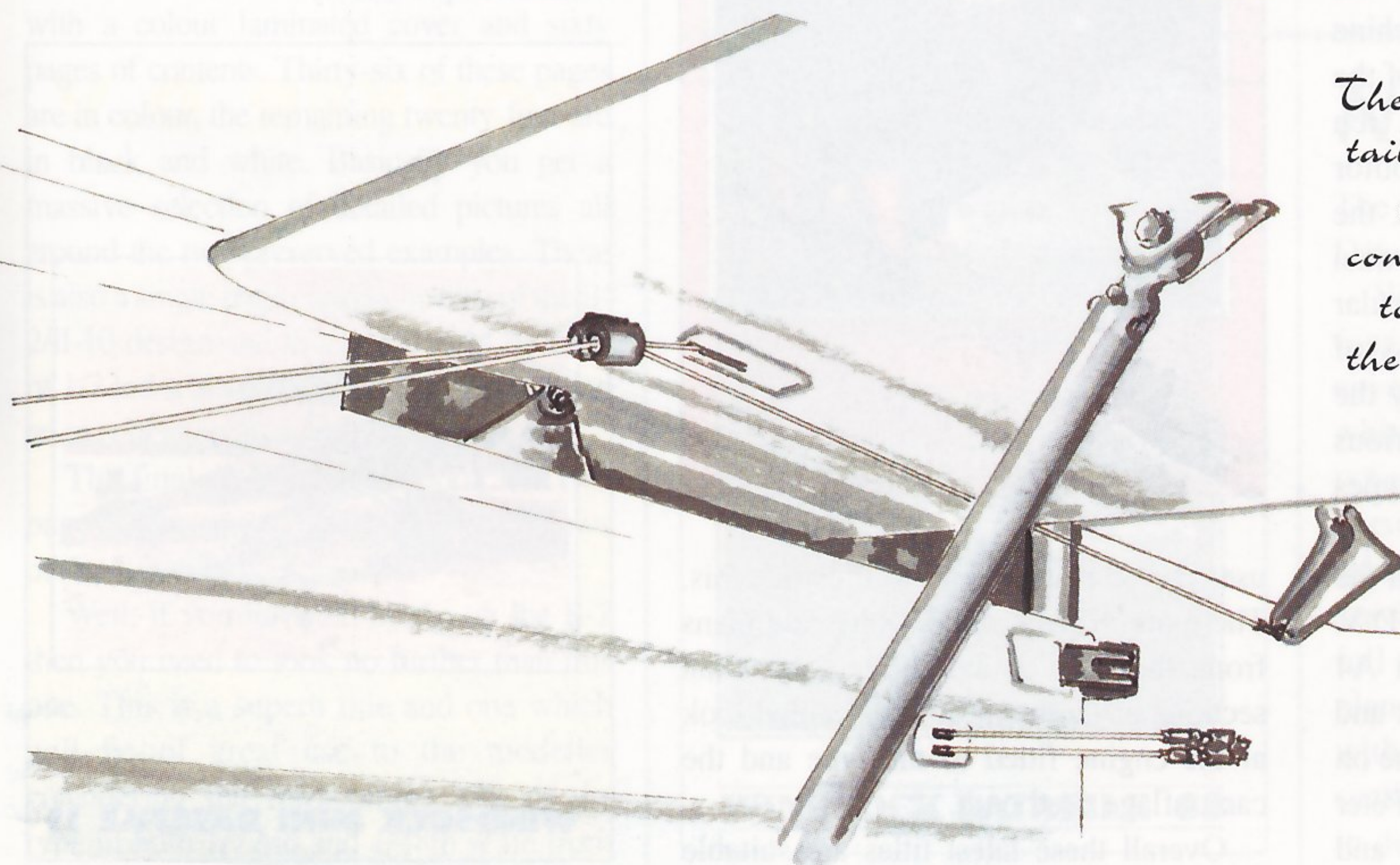
Misc sources:

- Air Pictorial
- Hawker Aircraft (Putnams)
- The Aeroplane
- Aeroplane Monthly

Thanks

Our thanks to Tim Moore of Skysport Engineering for allowing us access to look around and photograph the Fury replica which is currently under repair in his Bedfordshire facility.

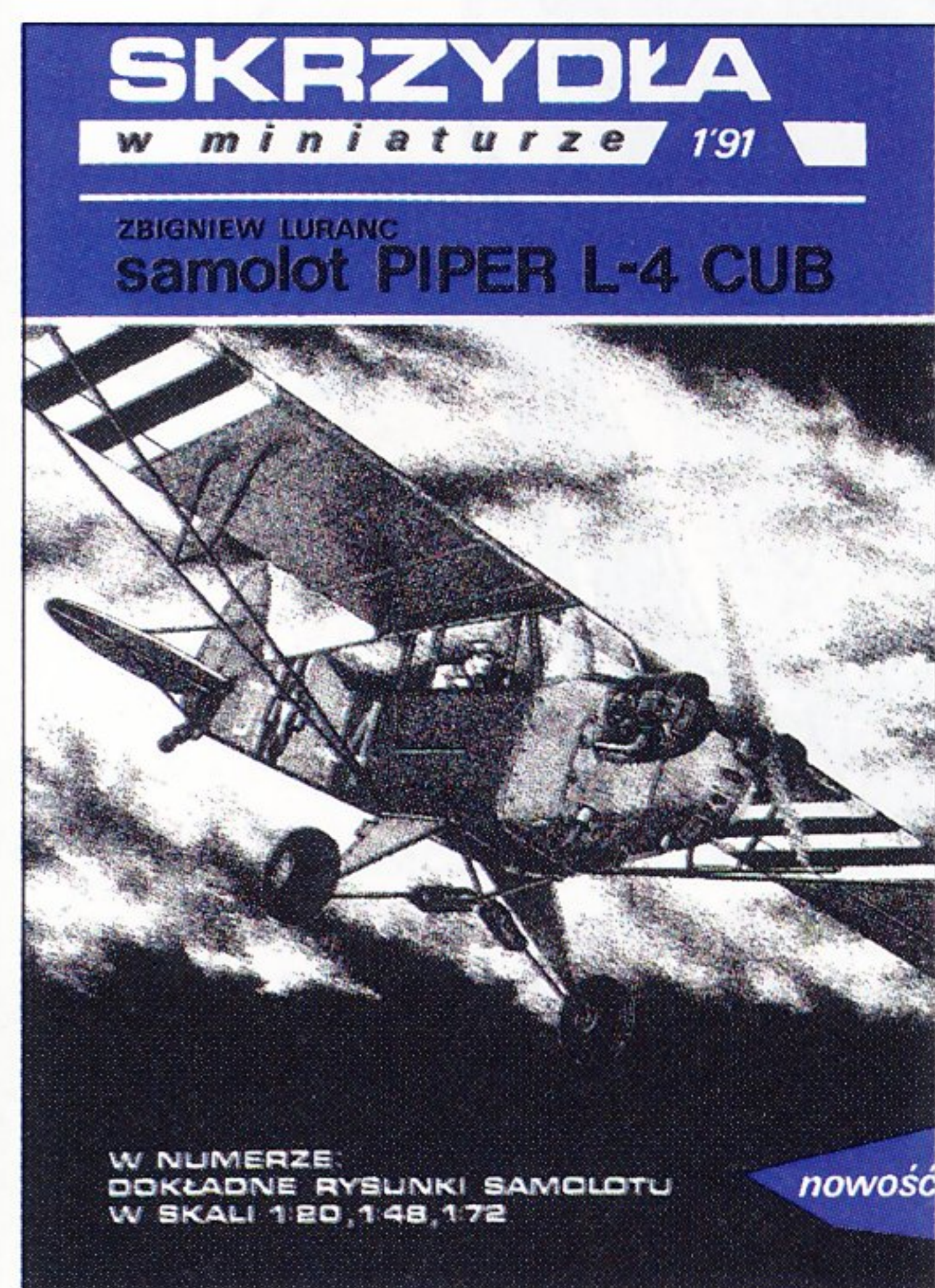
The undersurface of the tailplane. Note the twin tub unit through which the control wires pass. One goes to the tailplane itself and the other one goes to the elevator. There are two control wires emerging from the fuselage side which operate the rudder. Note that there is a prominent gap between the tailplane and the fuselage.



The Bookshelf

'Skrzydła w Miniaturze' titles from Poland

Although we have come across these titles before, we have recently been sent a selection of titles from the company Avia-Press in Gdansk, Poland.



Each of the titles is in A4 format with a laminated cover and all of the contents are in black and white. The first is a special and deals with the Piper L-4 Cub. This twenty-six page book is basically a series of large scale plans which are stapled together. The plans are to 1/20th scale and they include the J-3C, L-4A, L-4B, L-4H and L-4J.

The next title is in the same format and deals with a selection of types. The first twelve pages contain details and side view diagrams illustrating various colour schemes for RAF machines. A section dealing with the IS-2 Mucha glider comes next and this includes a set of scale plans for the type. A couple of photographs of the Su-25 Frogfoot which carried the nose art 'Anca' come next and then the title

moves on to look at the La-9. This section has some good detail shots of a preserved La-9 and there are a full set of 1/48th scale plans for the La-9 and its two seat version, La-9UTI.

These titles are quite old now, but can still be obtained from the publishers. The next two titles however are recent and are currently stocked by the likes of The Aviation Bookshop.

The first in this 'Skrzydła w Miniaturze' series is Volume 12 and it deals with the Curtiss SB2C Helldiver. This book is in an A4 format with a colour card cover. There are colour side views inside the front cover as well as the back cover. The contents are in black and white and comprise forty-four pages. All of the text is in Polish, but this is illustrated with a wealth of black and white photographs. There is a nice scale plan of the side view of the float equipped XSB2C-2 and in the middle there is a



fold-out set of scale plans for the SB2C-3 in 1/48th scale. The other 1/48th scale plans even include a cutaway of the type. Then there are the SB2C-1/A-25 and the SB2C in 1/72nd scale, followed by the SB2C-1C, 4/4E and 5 in 1/48th scale.

The next title is in the same format and it deals with the PZL S-4 Kania light aircraft. This fifty page title is mainly in black and white and you get 1/50th scale plans of the S-4 Kania 2 and 3. These scale plans include nice scrap views of various details of both interior and structural parts of the airframe. The rest of the title deals with the DFS Kranich sailplane and once again you get scale plans in 1/50th scale.

The back section has a huge list of all the NATO names for Russian aircraft types, along with their correct Russian designations. These lists include all aircraft, helicopters, seaplanes and missiles.

Although the last of these titles is a bit

specialised, overall the entire range from Avia seem very good indeed. The fact that the text is in Polish is a little bit of nuisance (well, OK, it might come in handy if you are Polish, but no one said I had to be reasonable), however the scale plans in the Helldiver title will be really useful considering the new kit from Monogram which is due later this year. The detail drawings and photographs are also very useful to the modeller and the technical data within all of these titles is of use to the modeller and historian.

I believe that these titles are available in the UK on a limited basis. Shops such as The Aviation Bookshop certainly carry the edition on the Helldiver, but I am not sure about the rest. If you want to know more about the entire range you can contact Avia directly at:



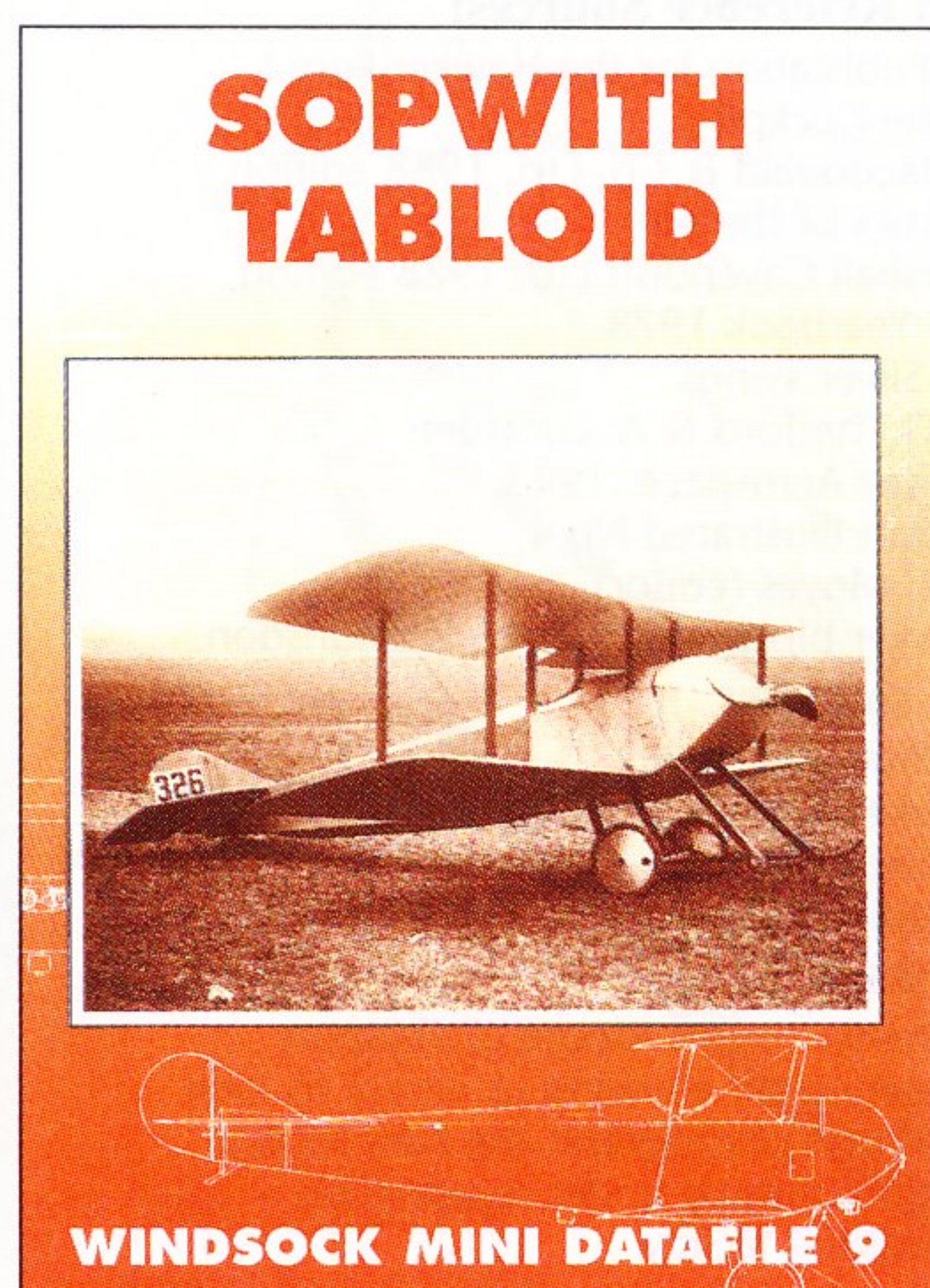
Avia-Press, ul. Startowa 13A/6
80-461 Gdansk, POLAND
Tel: (0-58) 56-51-76

My thanks to Avia-Press for the review samples.

Latest in Windsock Mini Datafile Series

There are three new titles in the Mini Datafile series from this source, each of them comprising eighteen pages in an A4 format with a card cover.

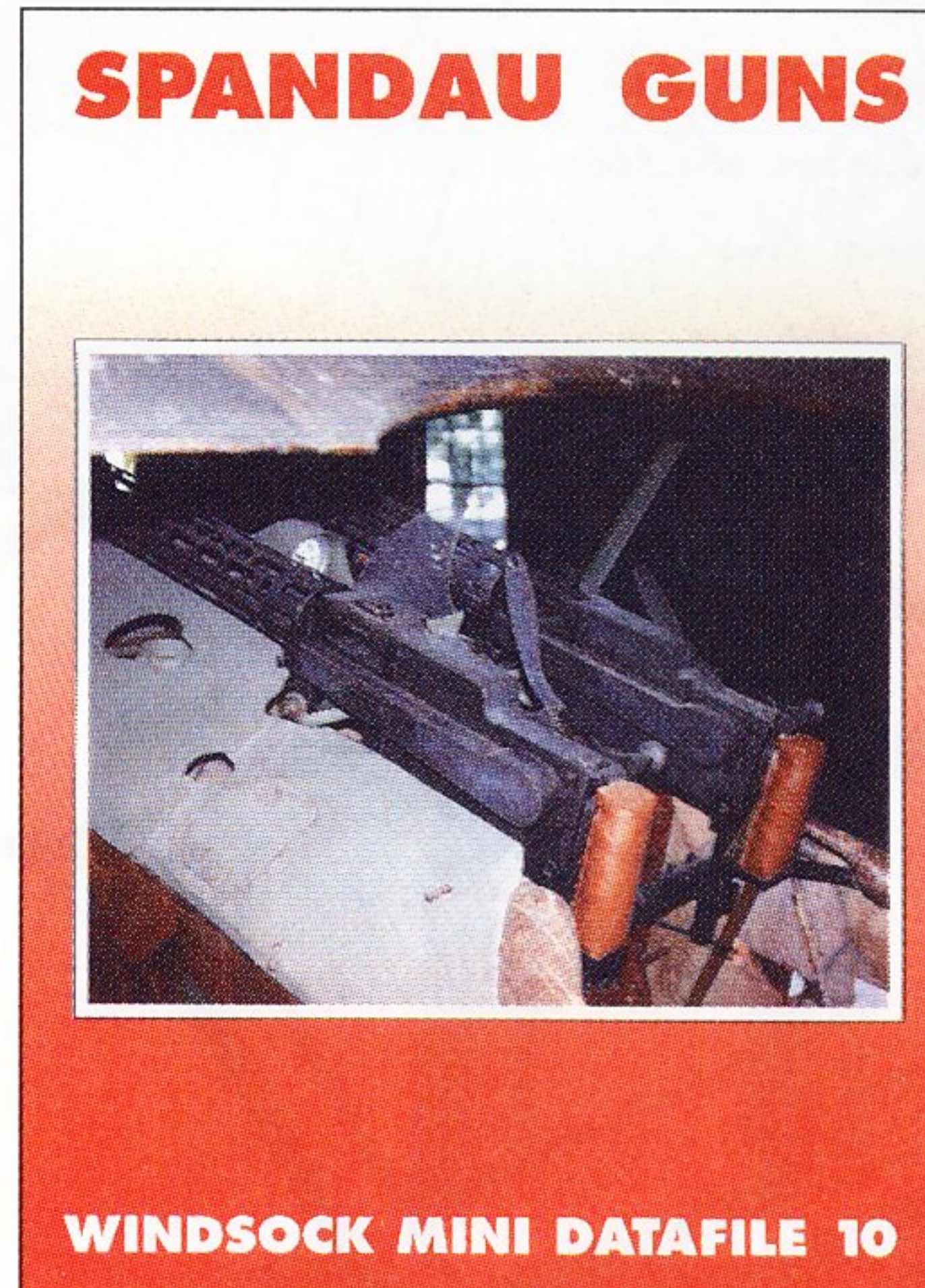
The first one is number nine in the series and it deals with the Sopwith Tabloid. You get a full narrative history of



the type which is written by Jack Bruce. There is a mass of black and white photographs to illustrate the text and there is, as usual, a full set of 1/72nd and 1/48th scale plans. The final section looks at the camouflage and markings of the type.

The next title is number ten in the series and it deals with Spandau machine guns. Because of the limited scope of the topic, this book comprises only ten pages. Written by SAMI contributor Harry Woodman, the title looks at the evolution of the air gun in the German Air Force during WWI and in particular the MG08 design. There is a mass of black and white pictures of not only the machine guns themselves but various installations in a number of aircraft types from the period.

The final title is number eleven in the series and this deals with the Fokker D.V. This is a fourteen page title in an A4 format with a card cover. The layout and contents are similar to those of the one on the Sopwith Tabloid. Written by Peter Grosz, the title looks at the design and

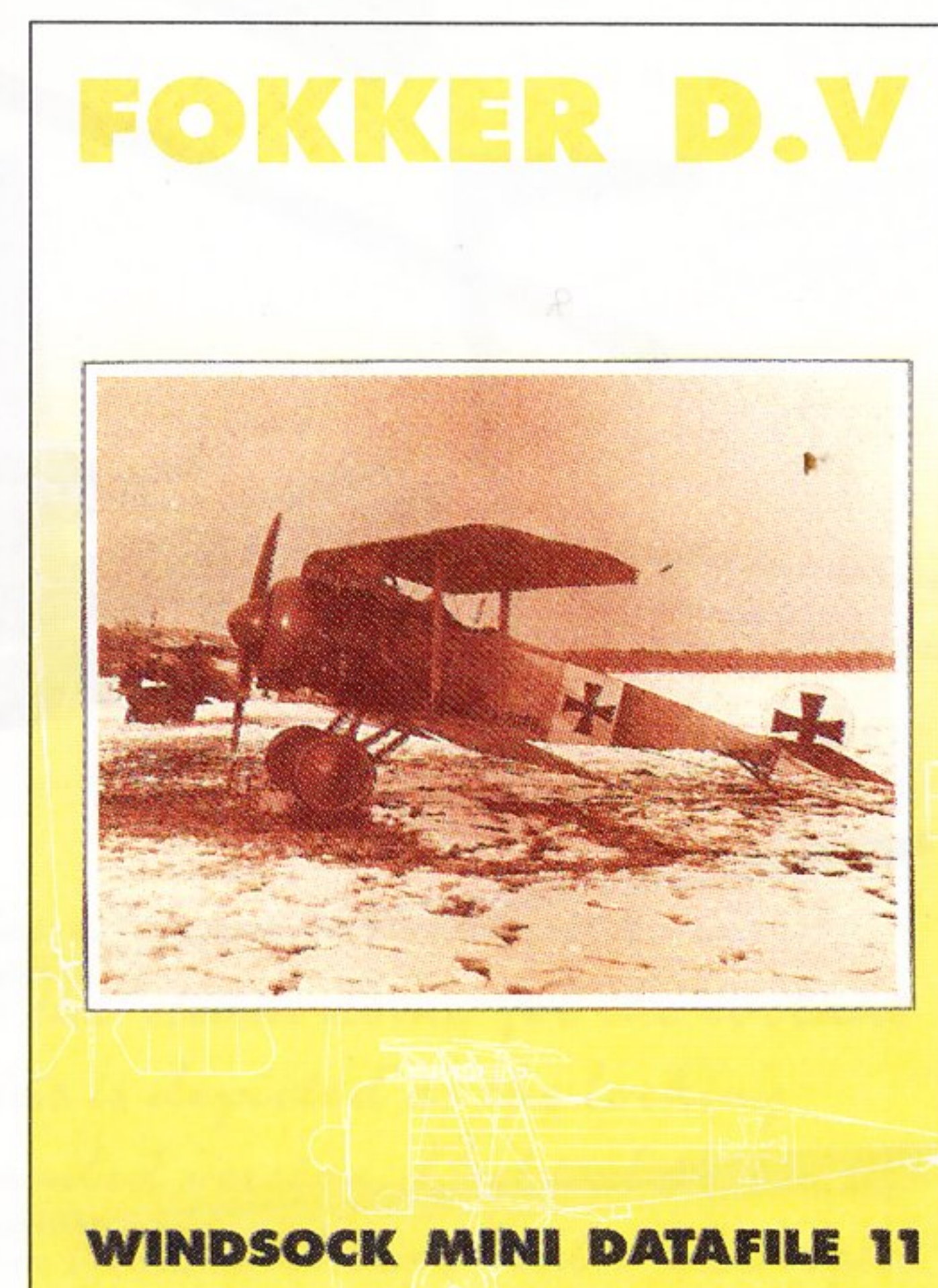


uses period photographs to illustrate this. There are 1/72nd and 1/48th scale plans from the pen of Ian Stair. The final sections of the book take a detailed look at the engine fitted to the type and the camouflage used on it.

Overall these latest titles are suitable

for the modeller as they offer a good amount of detail on some unusual topics. The book on the machine guns is a useful one, as this is an area which is not well covered in titles about aircraft as a whole.

Each of these titles is available from specialist book shops or directly from the publisher. Contact them on the number mentioned previously.



New Walk Around Title

The latest addition to this series is all about the Republic P-47 Thunderbolt.

As usual the book is 80 pages in a landscape format with a laminated colour cover and the contents in a 50/50 split of colour and black and white. What you get is a full series of detail pictures of a preserved example which are interspersed with black and white and colour photographs of the type in service. The photographs cover all areas, both internal and external, and there are also line drawings for various areas such as the ammo access panels, crash skids, armament, landing gear, seat and canopy. All types from the high-back D to the N series are covered in this title.

The last section of this title offers

colour side views of various machines, these include three Razorback P-47D's, four P-47D Bubbletops and two P-47N's.

Overall this is a very useful title which is ideally suited to the modeller. The information in it is certainly useful when you consider the number of P-47's which have recently been released. This title retails for £12.99 and all the titles in the series can be obtained from various book and hobby shops. If you have any difficulty in obtaining this or any other Squadron publications you should contact the UK importer:

Pocketbond Ltd. P.O. Box 80,

Welwyn, Herts. AL6 0ND

Tel: 01707 391509 Fax: 01707 327466

My thanks to Squadron Publications for the review sample.



New title on the Sturmovik

Making its way to us from Czech-Six is a new title by a firm called Wings and Wheels Publications and it is all about the II-2 Sturmoviks. This title is all about the II-2 Type 3 and the II-10/Avia B-33, and it looks at each in detail by photographic coverage of two preserved examples of these machines which are on display at the Kbely Air Museum in Prague.

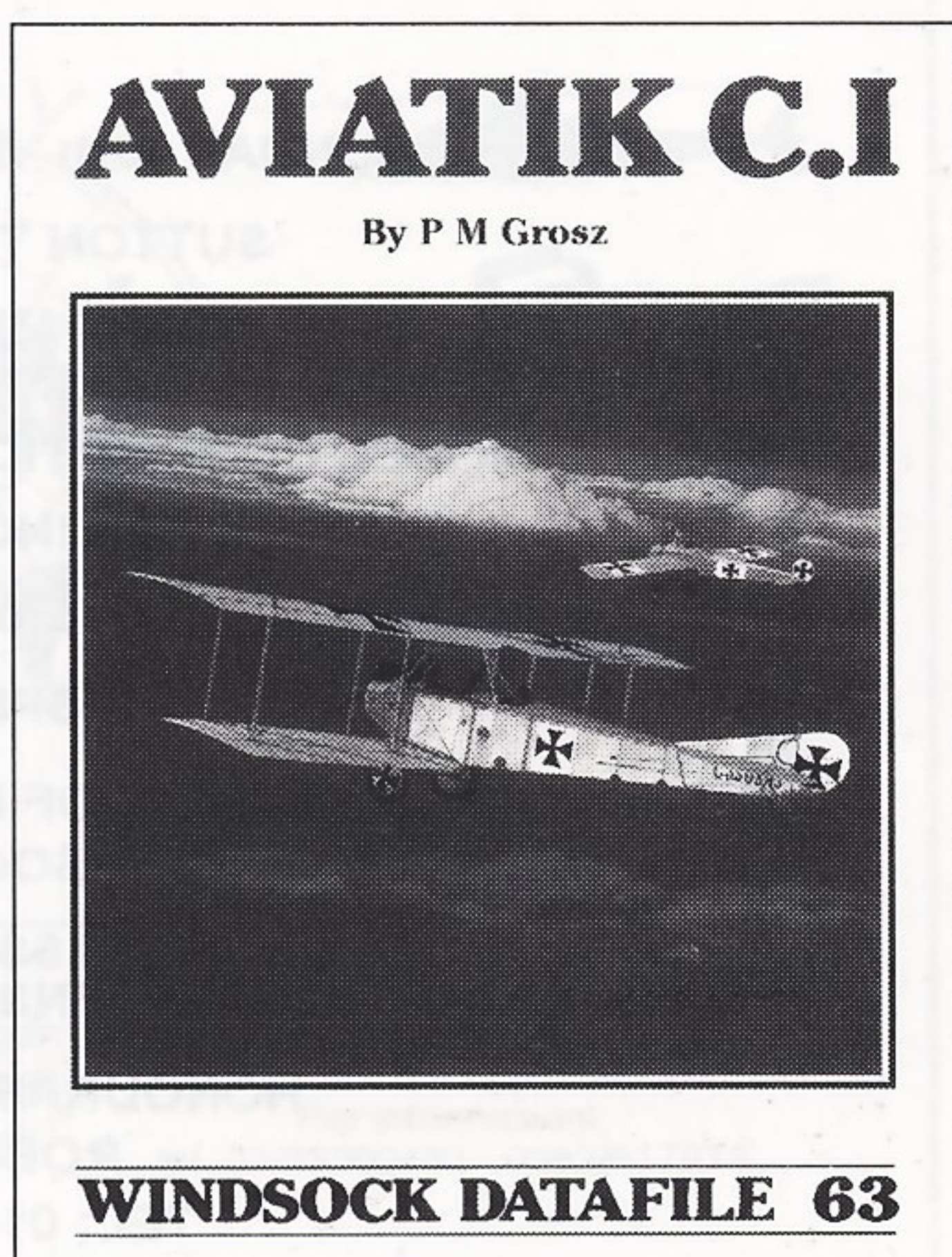
It is offered in a 24cm x 22cm format with a colour laminated cover and sixty pages of contents. Thirty-six of these pages are in colour, the remaining twenty-four are in black and white. Basically you get a massive selection of detailed pictures all around the two preserved examples. There is also a single page concise history of the II-2/II-10 design and this is followed by a set of 1/72nd scale plans of the II-2 Type 3 and an excellent cutaway diagram of the type.

The final section of this book is a two page colour spread offering six side views of the Sturmovik.

Well, if you have no books on the II-2 then you need to look no further than this one. This is a superb title and one which will be of great use to the modeller considering the forthcoming kits of the type in both 1/72nd and 1/48th scale from

Accurate Miniatures. I am very impressed with the quality of this title, it is full of information and you will have no problem in detailing any area of the II-2/II-10 series. In short if you like the subject matter, buy it, you will not be disappointed.

This title is currently available in the UK for £11.40 plus 60p P&P from Czech-Six Publications. My thanks to Czech-Six for the review sample.

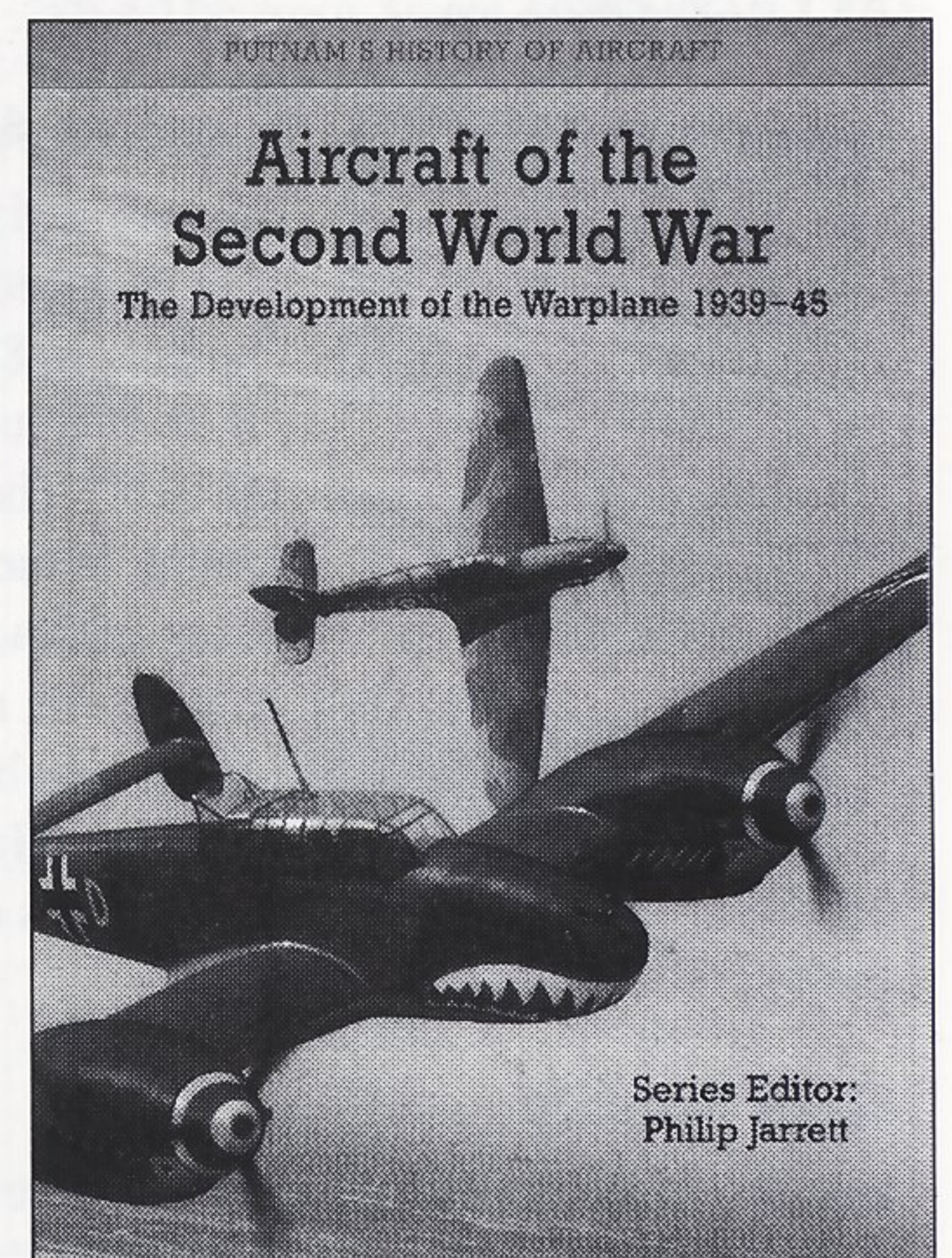


Latest from Putnam

The latest addition to the 'History of Aircraft' series by Putnam is entitled "Aircraft of the Second World War".

The book is written by Philip Jarret and consists of 304 pages. All of the illustrations within it are black and white and basically the title looks at the development of the warplane during the 1939-45 period. Divided up into twelve sections the title looks at Axis aircraft at the outbreak of war, Allied aircraft development in the early war years, fighter development from mid-1941 to mid-1945, the bomber revolution, air mobility, Naval aircraft in the Second World War, the helicopter's first war, armament diversification, the well-equipped warplane, propulsion, testing & ferrying and training. Each section includes a mass of photographs to illustrate the text, not all of which have been seen before, and all of them are of good quality. Detailed diagrams, illustrations and cutaways are included throughout the text and they are extremely useful to the modeller.

Overall this title is a real gem, I for one, was about to purchase it. Having scanned it in a book shop I decided it was well worth adding to the collection. The photographs are excellent and those of aero engines are most useful and the



diagrams and photos of guns and gun turrets will help a lot of modellers. I cannot recommend this title too much, if you only want one title this year then seriously consider this one.

It is available from specialist book shops and selected outlets and sells for £35.00. Don't forget that the second part of this series, "Biplane to monoplane, aircraft development 1919-1939", will be available by the time you read this.

My thanks to Brasseys for the review sample.

New title from Windsock

The latest addition to the Windsock Datafile series is all about the Aviatik C.I.

Written by P.M. Grosz, it has thirty-four pages with a laminated colour cover. The content is all black and white and you get a full history of the type, looking at the C.I and C.Ia versions. The bulk of this title is a large selection of photographs of the type in service and in the middle of it you get a full set of both 1/72nd and 1/48th scale plans from the pen of Ian R. Stair. As with all Datafile titles, the last two sections of this book deal with the type in detail and in this example you get a

lot of black and white photographs of various parts of the construction of the type. The last section is all about camouflage and markings for the type and you get a full descriptive text for each of the colour side views printed on the back cover.

This title is certainly well suited to both the modeller's and aviation historian's bookcase. It sells for £8.00 plus £2.00 P&P, directly from the publisher. Contact them on 01442 875838 or fax on 01442 876018 for more details.

My thanks to Albatros Productions Ltd for the review sample

Aircraft of the Aces

The next two additions to this series by Osprey will be numbers 15 and 16 and they deal with “Soviet Aces 1939-45” and “Spitfire Mk V Aces ‘41-45” respectively. They will be in the usual format and should retail for £10.99 each.

These will be followed by number 17 and 18, which are “Luftwaffe Jet Aces of World War 2” and “Hurricane Aces of World War 2” respectively. These too will retail for £10.99 each

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Combat Aircraft Series

This new series, which we touched on last month, has just been launched by Osprey. The first two titles deal with the “Junkers Ju 87 1937-41” and “B-26 Marauder Units of the 8th A.F”. The series will be similar to the Aircraft of the Aces and each 96 page edition will retail for £10.99. These will be followed by titles on “Helldiver Units of WW2” and “Mosquito Bomber Units of WW2” and they too will retail for £10.99.

OSM Special

Quarter Scale Modeller is intending to release a 'special' on the 'USAF 50th Anniversary' in September and one on the Spitfire in time for the IPMS Nationals in November.

Each edition will be similar in format to the previous Hurricane Special. For more information contact QSM at 'Hillside', 20 Allendale Road, Hoyland, Barnsley, South Yorkshire. S74 9AP.



The latest release in this series deals with the Fokker D.VII. The title is in the usual format of fifty pages and it features colour artwork by Don Greer.

The title is available for £6.99 and the range is imported by Pocketbond Ltd.

A new monograph from a Polish publisher is currently available via Books International. The 28 page title features a load of black and white photographs as well as some neat new colour side views etc.

The title retails for just £3.99 and we will bring you a full review next month.



A new title from Books International deals with this subject. This first part is in an A4 format with over 100 pages and lots of B&W pictures and colour artwork. The title will be fully reviewed next month and in the meantime you can purchase a copy from Books International for the very reasonable price of just £9.99.

J. RAJCH
Z. MOJCZAK
Z. LALAK

SOJUSZNICY LUFTWAFFE

CZĘŚĆ I



Wydawnictwo
BROOKS INTERNATIONAL



Wydawnictwo
BROOKS INTERNATIONAL

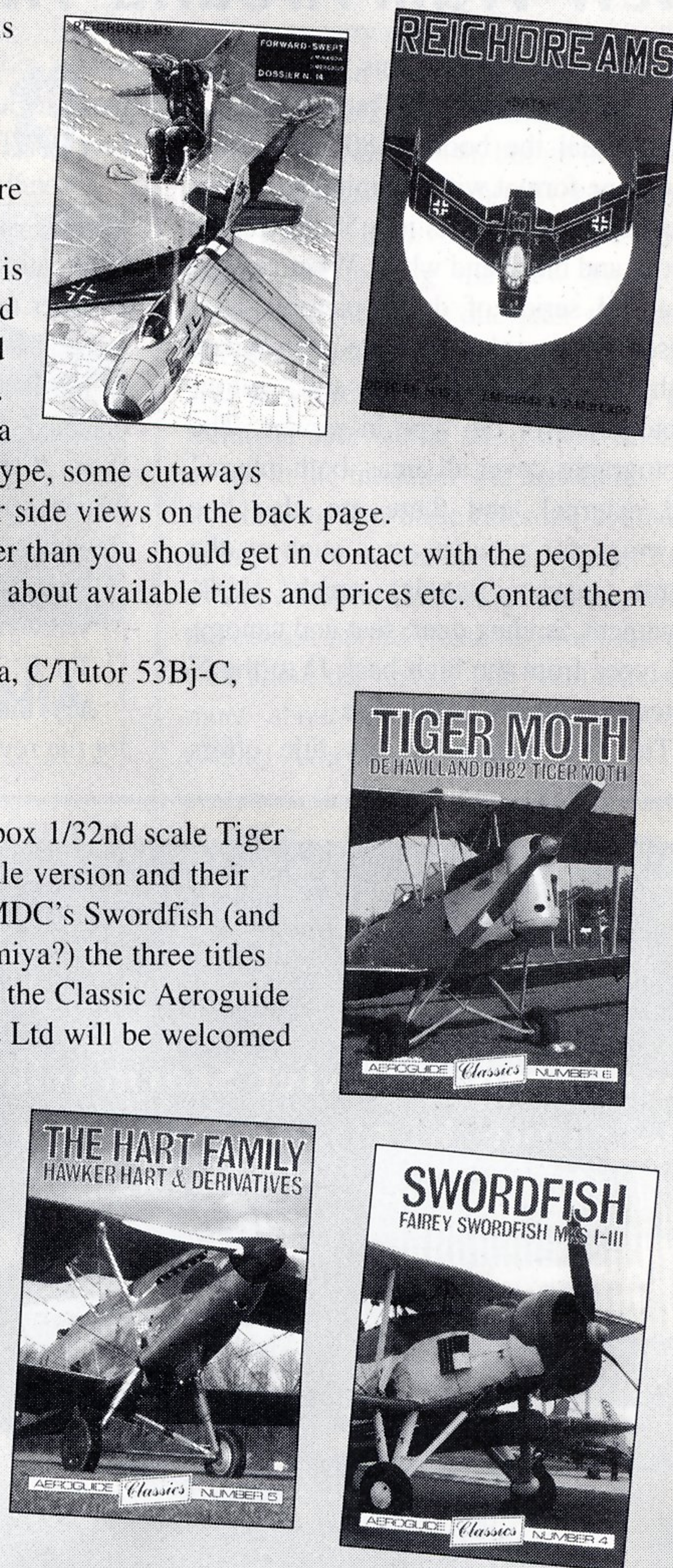
This is a series of monographs by a Spanish group, which deals with all those lovely 'Luftwaffe 46' projects. The most recent editions, which are referred to as 'dossiers', are numbers 14 and 15. The first is about forward swept types and the other is entitled 'bats' and deals with night fighter types. The 48 page pamphlets offer a mass of scale plans for each type, some cutaways and diagrams and even colour side views on the back page.

If you like the subject matter than you should get in contact with the people involved, they'll let you know about available titles and prices etc. Contact them at:

Reichdreams, Justo Miranda, C/Tutor 53Bj-C,
28008 Madrid, SPAIN.

With the reissue of the Matchbox 1/32nd scale Tiger Moth, the Aeroclub 1/48th scale version and their range of Hawker Harts, plus MDC's Swordfish (and possibly a similar kit from Tamiya?) the three titles which deal with these types in the Classic Aeroguide series by Albatros Productions Ltd will be welcomed by modellers.

Each title features lots of close-up photographs and colour notes which will make each 32 page edition very popular with modellers. They are available for £5.00 each and can be obtained directly from Albatros Productions. Contact 01442 875838, Fax: 01442 876018 for more details.



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Forthcoming Events

• **TAYSIDE MODELLING** Society is holding a second swapmeet in the Oakbank Community Centre, Viewlands Road West, Perth on Saturday 26th July 1997 from 12.00pm to 4 pm. Admission is £1.00 per person and this includes the use of a table if required. Tables must be pre-booked and further information is available from Keith Herd on 01738 629555 after 6 p.m.

• **THE NORTH EAST** Modelling Societies fourth annual North East Scale Model Show will be held at Hartlepool Borough Hall, Middlegate, Headland, Hartlepool, Cleveland on Saturday 26th and Sunday 27th July 1997 from 10am to 4pm. Free entry to the hall and competition with ample free car parking. For an information pack contact Len Swaisland, 6 Jude Place, Peterlee, Co. Durham. SR8 5JW Tel: 0191 5867139.

• **JORVIK MODEL SHOW** will be held at Archbishop Holgate's School, Hull Road, York on Sunday 3rd August 1997 from 10am to 4.30pm. Admission £1.50 for adults and 50p for children. Open competition including juniors and beginners. For more details ring 01904 415983 or 01653 696931.

• **IPMS AVON'S 8TH** Annual Model Show will be held on Saturday 16th August 1997 at The Pavillion, North Parade, Bath. The event will feature 30+ club stands with a similar number of traders. The event has the added bonus of being just 3 minutes walk from the centre of the beautiful city of Bath. Bring along the family and let them loose! For more information contact; Debbie Smith, 26 Sherbourne Avenue, Bradley Stoke, South Gloucestershire. BS12 8BB. Trade and clubs should contact Steve Larkin on 0117 9245850.

• **SUNDERLAND SCALE** Model Club will be holding their annual show and competition on Saturday 6th September 1997 in the Students Club, Sunderland University, Manor Quay Building, St. Peters Wharf from 10am to 4pm. Admission will be £1.00 for adults. For more information contact D.Walton, 45 Ferryboat Lane, Sunderland. SR5 3RD Tel: 0191 5480744.

• **THE AERO SPACE & Vehicle Club's** annual model show and competition will be held at the Community Centre, Church Road, Wombourne, Wolverhampton on September 7th 1997 from 10.30am to 4.30pm. For more information contact Mr Johan Van Leerzem,

Scale Aviation Modeller will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.

Bells Lane, Stourbridge, West Midlands. Tel: 01384 278600 or Mr Norman Robinson, 10 Otterburn Close, Heath Hayes, Cannock, Staffs. WS12 5TW. Tel: 01543 276025. Please include a stamped SAE with all enquires.

• **MERSEYSIDE & DISTRICT** IPMS are staging the third annual North West Model Show at Cable Street Junior School, Formby on Sunday 7th September 1997. The event will open at 10.00am and close at approximately 5.00pm. For more information please contact Mr Ian Jackson, 15 Thornfield Road, Thornton, Merseyside. L23 9XY.

• **SUTTON COLDFIELD** Model Makers Society presents Model Spectacular II on Sunday 14th September 1997 at the Sutton Hall, West Midlands from 10am to 5pm. For more information contact Robert Day on 01676 540469.

• **LEICESTERSHIRE IPMS** Model Show will be held on Sunday 14th September 1997 at Broughton Astley Village Hall from 1pm to 5pm. For more information contact Martin Connolly, 40, Richardsons Close, Broughton Astley, Leics. LE9 6NU Tel: 01455 284600.

• **MID-HERTS MODEL SWAP** Meet will be held at Happenden Public Hall, Southdown Road on Sunday 14th September 1997 from 10.00 a.m. to 4.00 p.m. Admission £3.00 adults, £2.00 for OAP's and £1.00 for children. Free parking and refreshments on site. For more information and for bookings, phone 01582 629525, Mobile 0976 375222 or 01296 27649 (after 6 p.m.).

• **WALLINGFORD IPMS** will be holding their third annual model show and competition on Sunday 21st September at The Regal Centre, Wallingford from 10am to 4.30pm. All proceeds will go to the Leisure Library. For more information contact George Clark, 7, Station Road, Wallingford, Oxon. OX10 0HU.

• **IPMS AVRO LANCASHIRE** presents the 1st Blackpool Model Show at The Cliffs Hotel, Blackpool Promenade on Sunday 28th September 1997 from 10am to 5pm. For more information contact Ray Ashworth on 01204 669770, Dave Vickers on 01995 603454 (day) or 01253 868120 (eve) or Lloyd Martin on 01772 760747.

• **SCALE MODEL EXTRAVAGANZA** 1997 and Open Competition. To be held at The Midland Air Museum, Coventry Airport, Baginton, Coventry on Sunday 28th September. NEW DATE, from 10am to 5pm. Admission, which includes all of the Museum, £3.00 Adults, £2.00 Child, £2.75 Senior Citizens and £9.00 Family. For more information contact Mrs Diane James, Museum Manager, on 01203 301033.

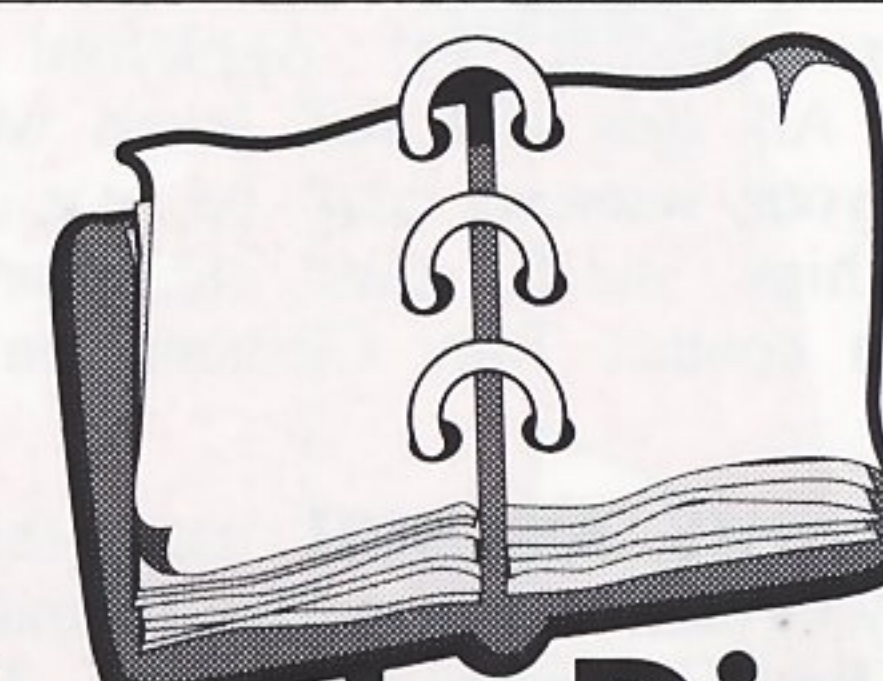
• **THE GREAT PHILADELPHIA** Scale Model Exposition will be held on October 3th & 4th 1997. This IPMS Region II convention and model contest will be staged at the Radisson Hotel of Bucks County, 2400 Old Lincoln Highway at U.S. 1, Trevose, Philadelphia (Philadelphia edit, PA Turnpike). For more information contact; Convention Hotline, 1-610-325-5524, Fax: 1-610-325-3469, E-Mail John Cottman; cottman@msn.com or write to; Jan Harrison, 26 Schoolhouse Lane, Broomall, PA 19008-1830.

• **ABINGDON IPMS MODEL** Show will be held on Saturday 4th October 1997 at Preston Road Community Centre, Abingdon, Oxon. Open 10am to 5pm. For more details contact Tony Clements on 01235 522893.

• **THE IPMS FLYING TIGER** Scale Model Builders are hosting the Great South Model Contest V at the John Curtis Christian School in River Ridge, Louisiana on October 25th 1997. Information available from IPMS Flying Tigers, 710 Carondelet St., New Orleans, LA 70130, USA. This years theme is 'Nightfighters' and 'Nightriders'.

• **SOUTH WEST MODEL** Expo 97 at The Tank Museum, Bovington, Dorset. BH20 6JG on the 25-26th October 1997. For more details contact The Show Organiser at the above address or Tel; 01929 405096, Fax; 01929 405360.

• **THE IPMS (UK)** National Championships will be held at Castle Donington on the weekend of the 1st & 2nd November 1997.



Events Diary at a glance

July

26th • Tayside Modelling Society Swapmeet (Perth)

26th & 27th • North East Scale Model Show (Hartlepool)

August

3rd • Jorvik Model Show (York)

16th • IPMS Avon Model Show, Bath

September

6th • Sunderland Scale Model Club Annual Show

7th • The Aero Space & Vehicle Club's Annual Model Show (Wolverhampton)

7th • Merseyside & District IPMS (Fromby)

14th • Model Spectacular II (Sutton Coldfield)

14th • Leicestershire IPMS Model Show

14th • Mid-Herts Model Swap Meet (Harpenden)

21st • Wallingford IPMS (UK) Annual Show and Competition

28th • Blackpool Model Show

28th • Scale Model Extravaganza (Midland Air Museum) - Note new date

October

3rd & 4th • The great Philadelphia Scale Model Exposition (USA)

4th • Abingdon IPMS Model Show

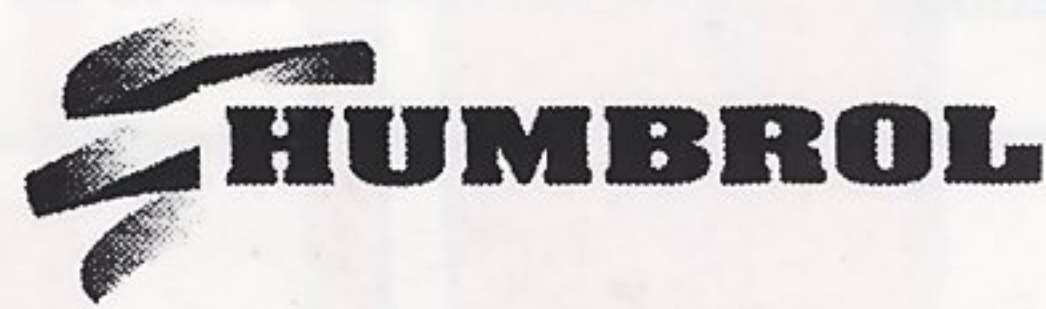
25th • IPMS Flying Tigers, Louisiana (USA)

25th & 26th • South West Model Expo 97 (Bovington)

November

1st & 2nd • IPMS National Championships (Donington)

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Clubs & Societies

• **ABINGDON IPMS** meets on alternate Tuesdays from 8 to 10pm at the Methodist Church Hall, Dorchester Crescent, off Appleford Drive, Abingdon. All ages and skill levels welcome, whatever your interests may be, e.g. aircraft armour, ships, sci-fi, cars etc. For more information contact Tony Clements on 01235 522893.

• **AVON IPMS BRANCH** meet the third Wednesday of each month at The Rotunda Club, Moravian Rd, Kingswood from 7.30 - 11.00pm (in the Avon Suite) and on the first Sunday of each month at The Griffin Inn, Bridgegate, in the back hall from 2pm to 6pm. If you have any questions please contact Sean on 0117 9699092.

• **BRADFORD IPMS MEETS** at 'The Crown', Horton Bank Top, Bradford on the 4th Tuesday of the month from 7.30pm. All are welcome. For further details contact Martin Fisher on 01274 676127 or John on 01274 502295.

• **BRAMPTON SCALE MODEL** Club (incorporating IPMS Brampton) is open to all modellers in the Huntingdon area and surrounding districts. Anyone wishing to join should contact the secretary, Sam Bartby, 39 Ermine Way, Sawtry, Huntingdon, Cambs. PE17 5UQ Tel: 01487 830689.

• **CHELMSFORD MODEL CLUB** meets the first Monday of each month at The Cricketers Public House, Moulsham Street, Chelmsford from 7.30pm. We hold a monthly competition so why not drop by. For more information contact Stuart Shakespeare on 01245 609098.

• **THE CHILTERN SCALE** Model Club (incorporating Chiltern IPMS) meets on the first Wednesday of each month from 8pm to late at the Shefford Memorial Hall, Shefford, Bedford. Why not come along, everyone is welcome. For more information contact the club secretary, Martin Ford, 127 Chirstey Rise, Steveage, Herts SG2 9JQ. Tel: 01438 223385 (5.30 to 9.00pm), Fax: 01438 748754.

• **THE CLACTON BRANCH** of the IPMS meets on the first Monday of every month from 7.30 at the Friends Meeting House, Granville Road, Clacton-on-Sea. For more information contact Peter Terry on 01255 428653.

• **COSELEY MODEL CLUB** meets at the Coseley Scout HQ in Bayrer Street, Roseville (just off the A4123 Birmingham New Road) every Friday from 7.00pm to 10.00pm. Weekly subscription rates are: Juniors (up to and including 16 yrs) 50p, Senior Citizens 50p and adults (17 to 59 yrs) £1.00. For more information contact Ian Saunders, 42 Sedgley Road, Woodsetton, Dudley, West Midlands. DY1 4NG Tel: 01902 655 169.

• **IPMS EAST NEUK** Modelling Club (in North East Fife) now meets on the first Tuesday of each month. Contact Brian Murray, Tel. 01334 655131 for details.

• **"FAMAS"** (pronounced "Famous") bi-monthly

Model Clubs!

If you would like to attract more members to your club, why not let people know where and when you hold your meetings via this page. Just write or fax the details to the editorial address, there are no charges!

journal of the Frog & Airfix Model Aircraft Society. For further details please write to: FAMAS, 35 Rosebery Road, Suffield Park, Cromer, Norfolk. NR27 0BX.

• **GLOUCESTER IPMS** meets on the third Tuesday of each month at the Gloucester Leisure Centre from 8pm to 10pm. If you are interested, please contact: Jeff Brown, 123 Pleasant Way, Beeches Park, Cirencester. GL7 1BJ. Tel: 01285 659254.

• **GUERNSEY PLASTIC** Modellers Group. We are a relatively new group catering for all aspects of plastic modelling. We meet at the Air Scouts hut behind the Forest Methodist Church. Meetings will start at 7.30pm and will be held on the following nights during 1997; 15th July, 16th September and 11th November. All are welcome whatever the standard. For further information contact Dave Nash, 7 Pierre Percee Villa, Prince Albert Road, St Peter Port, Guernsey. GY1 1EZ. Tel: 01481 728186.

• **THE HARROW MODELLING** Society meets on the first and third Monday of the month, at the Wealdstone Baptist Church Hall, Wealdstone, Harrow, Middlesex. All modellers are welcome. Contact Stewart on 0181 427 6858 or Roger on 0181 997 6051 for more details.

• **IPMS HORNCHURCH MEETS** every third Monday of the month from 7.30pm at the Methodist Church Hall, near the Bingo Hall, High Street, Hornchurch, Essex. Entry through side door, parking up the drive at the rear of hall. New members always welcome. Contact Ken Sparkes, 8 Brockdish Avenue, Barking, Essex. IG11 9DS Tel: 0181 591 1506.

• **KEIGHLEY PLASTIC** Model Society meets the second Tuesday of each month at The Friendly Inn, Ainsworth Street at 8pm. Contact John on (01535) 665722 or Eddie on (01535) 671192 for more information.

• **ISCA SCALE PLASTIC** Model Club is the new name for Modelexe - East Devon Model Club. We still meet the last Wednesday of each month at 7.30pm at the St Davids Community Centre, Exeter. All are welcome whatever the standard. Contact Mr K.Sweeting, 10 Old Barn Close, Stokecanon, Exeter, Devon. EX5 4AD.

• **LORDSWOOD (JUNIOR)** Model Club is meeting every Saturday between 4.15 and 6.15pm at the Lordswood Public Library, Kestrel Road, Lordswood, Chatham, Kent. ME5 8TH. The club

supplies basic modelling materials and equipment and is sponsored by REVELL (GB), so why not go along and have a look. For more details contact Mr D. Jadoul on 01634 841504.

• **MEDWAY MODELLING** Club meets on the first Tuesday of each month at The Strand, Lower Road, Gillingham, Kent. All subjects and scales catered for and there is a monthly competition. For more information contact the secretary on 01634 373282.

• **MILDENHALL PLASTIC** Model Club, friendly and informal meetings 1st and 3rd Wednesday of each month at the Bob Hope Centre, Mildenhall Air Base, Suffolk. For information contact Peter on 01638 742354.

• **MODELEXE - EAST DEVON** Model Club is now called Isca Scale plastic Model Club. See the insert elsewhere for full details.

• **NORTH STAFFS MODEL** Club meets every Thursday 7pm - 10pm at the Seabridge School, Roe Lane, Newcastle-under-Lyme. Contact Stefan on 01782 618181 or Phil on 01782 544612 for more details.

• **NORTH ESSEX MODELLERS**, a new club for all modellers meeting at the Civil Service Club, Flagstaff Road, Colchester on the 2nd Monday of each month. Ring Jerry Baker on 01206 855080 or Mark Harris on 01206 842694 for further details. All ages and interests welcome.

• **ROBERTSBRIDGE AVIATION** Society Model Club meets every Wednesday at 8.00pm at Bush Barn located on A21 going north from Robertsbridge. All are welcome whatever the standard. For more information please contact David Morrice, 8, Belvedere Gardens, Crowborough, East Sussex, TN6 2LR or Tel 01892 654507.

• **SALISBURY IPMS MEETS** twice a month on the 1st and 3rd Tuesday from 7pm to 10pm at Dennis Marsh Hall in Coldharbour Lane, Salisbury. All types of modelling catered for, plastic and resin. For more information contact Alac Revelle, 1 School Cottages, Tidworth Road, Boscombe Village, Salisbury, Wiltshire. SP4 0AB Tel: 01980 610890.

• **IPMS SOUTH EAST LONDON** have moved. We now meet at West Greenwich House, Greenwich High Road, Greenwich, SE10. Greenwich Station is one minutes walk away and bus 177 passes the door. Meetings are held on the second Thursday of the month at 7.30pm. New members and visitors are always welcome. For more details please ring Paul Brack on 0181 650 6504 or Alan Partington on 0181 697 6929. For a map please send an SAE to Alan Partington at 100, Culverley Road, Catford, London. SE6 2JY.

• **SOUTHEND-ON-SEA MODEL** Club (South East Essex IPMS) meets from 7pm on the third Wednesday of each month at the Civic Centre, Southend-on-Sea. We hold a monthly competition

and all ages are welcome. For more information contact Dean on 01702 603031.

• **SOUTH LONDON SCALE** Model Club meets the 1st Thursday of each month at the Wilditch Centre, Culvert Road, off Battersea Park Road, London SW11 between 7.20pm and 9.30pm. For further details please ring Eric on 0181 685 9110. All modellers and all ages welcome.

• **STAFFORD IPMS MODEL** Club. From aircraft to armour, novice to know-it-all, little to lifesize, historic to hysterical we cater for them all! Meetings are held on the 2nd Thursday of the month from 8pm at 'The White Eagle Club' (The Polish Club), Riverway, Stafford. For more information contact: John Tapsell, 29 Sidmouth Avenue, Weeping Cross, Stafford. ST17 0HG.

• **TAYSIDE MODELLING** Society meets Friday evenings, monthly. Oakbank Community Centre, Perth, 7.30 to 10pm. Details from Keith Herd, 38 Ashgrove, Perth. Tel 01738 629555 (Sorry no under 16's).

• **THURROCK SCALE MODEL** Club. We meet at the Grays Adult Education Centre, Bridge Road, Grays, Essex on the last Friday of each month at 8pm. All are welcome, whatever your age and modelling experience, junior members urgently wanted. For more information please contact John Davies on 01375 406895 or Steve Moore on 0708 853139.

• **WALLINGFORD (IPMS) MEET** on the second Sunday of each month at the Wallingford Adult Education Centre, St. Georges Road, Wallingford, 10am to 5pm. We are a friendly bunch who cater for all levels and subject matter. If you would like to know more contact Phil May on 01235 535701, or Geoff Wakenham on 01491 833471.

• **WATFORD SCALE MODEL** Club cater for all scale model builders, whatever their interests. We meet on the second Tuesday of each month at the Orbital Community Centre, Haines Way, Leavesden, Nr Watford from 8.00pm to 10.30pm. For more information call Nigel Foster on 01582 667210.

• **WEST MIDDLESEX IPMS** meet on the last Tuesday of each month from 7.30pm at Matthew Arnold School, Kingston Road, Staines. Contact Les Clancy on 01784 465191 or Tony Horten on 0181 384 3840 for more details.

• **WOLDS SCALE MODEL** Club. We meet on the third Monday of each month at the 'Black Lion', High Street, Bridlington. We welcome all ages and abilities and all interests, our aim is to make modelling fun! Contact Kevin on 01377 255594 for more information any evening after 6.30pm.

• **YORK & DISTRICT** Plastic Models Society meets the third Friday of each month at Osballdwick Social Club. The club aims to be friendly & supportive to all skill levels, we do not count rivets! Contact Chris on 01430 873408 or Joel on 01904 766895 for more information.

Readers Classified

For Sale

• **1946 LUFTWAFFE SALE:** He 162B & He 162C (Planet), Ju 287 (Merlin), Ta 183 (Arba) and Horten VII, Flitzer, FW P11, He 1073 & Me 1099 (Czechmaster). Offers to D.Stock, 2 Grange Road, Bishops Stortford, Herts. Tel: 01279 461310.

• **TWO COLLECTIONS** of aircraft kits for sale. Over 300 items, mostly 1/72nd scale, some decals, accessories and books/magazines. Send an A4 size stamped (36p) SAE to the Editor for full lists.

• **OVER 400 BOXED**, unmade 1/72nd scale WWII aircraft kits (all different). For sale in one lot together with 6 large display cases - £1,875 o.n.o. Contact Alan Hulme on 01244 336472 (Chester).

• **DIE DEUTSCHE** Luft-Rüstung 1933-45 by Heinz J. Nowarra. Volumes 1-4 new and unopened. £75.00 plus postage. Contact Mel Bromley on 01403 242072 or 0585 652645 (Sussex).

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• **SCALE AIRCRAFT MODELLING** Vol 1 Issues 1,2,3,8 & 9, Vol 2 Issues 2,6,8,9 & 10, Vol 4 Issues 6,7 & 9, Vol 5 Issues 4,5,6,7,8,9,10,11 & 12, Vol 6 & 7 complete, Vol 8 Issues 1,2,3,7,8,9,10,11 & 12, Vol 9 Issues 1,2,3,4,5,6 & 8 and Vol 15 Issue 8. Also Aviation News Vol 12 Iss 11. All in good condition and available at £1.50 each inc P&P. Please contact the Editor.

• **COMPLETE, MINT** condition, bound collections from Volume 1, Issue 1: Military Modelling, Scale Modelling, Scale Aircraft Modelling, Military Illustrated and Air International. Contact D.Savage, 31 Norwood Park, Huddersfield. HD2 2DU.

• **PLASTIC AIRCRAFT KITS**, military and civil, many old ones from Revell, Airfix, Monogram, Frog etc. Send a large SAE for lists to G.Ditchfield, 32 Pingate Lane, Cheadle Hulme, Cheshire. SK8 7LT.

• **1/48TH SCALE MONOGRAM** B-24J, £15.00, AMT 1/72nd XB-70, £15.00. Other 1/48th scale kits, phone Mark on 01803 528341 evenings only (Devon).

Wanted

• **C-141 STARLIFTER 1/72ND** scale vacform kit by Nova. Please contact Richard Pike on 01909 721354.

• **1/72ND SCALE ALOUETTE II** by Maquette Dauzie. Also a 1/72nd scale kit of the Scottish

Aviation Pioneer. Very good price paid. Please contact W.Morgan, 21 Everham Road, Iver, Bucks. SL0 0AH. Tel: 01753 652311.

• **SCALE AVIATION MODELLER** Vol 1 Iss 1, 2, 3, 4 and 7 required. Also Carpena decal sheet No. 48,29 for the Etendard. Contact Lou Isern, 3034 Vista Road, Philadelphia, PA 19152, USA.

• **CIVIL AIRCRAFT** and airport postcards, 1950's to the present day. Collection bought. Contact Carl McQuaide on 01543 250369 (Staffs).

• **1/72ND SCALE KITS** of the AW FK.8, AW Atlanta and Douglas DC.2 if they were ever made! Required to make up collection of types associated with No.31 Sqn. Contact Gordon England, 55, Thorndike Road, Maybush, Southampton. SO16 6FN. Tel: 01703 778340.

• **HAS ANYONE GOT** the instruction sheets for Carpena decal sheet number 72-04. The example I bought only had 4 of the 12 sheets in it! Please contact Marco Zenati, Via Gasparini 11/1, 24125 Bergamo, Italy.

• **PEGASUS 1/72ND SCALE** Blohm & Voss Bv 155B kit. Please contact B.Namani, 11 Strathmore Gardens, London. W8 4RZ.

• **"MOSQUITO: A pictorial History of the DH98"** by Philip Birtles published by Janes in 1980. 'Meteor, Gloster's First Jet Fighter' by Steven J.Bond published by MCP (Aerophile) in 1985. Postwar Military Aircraft No. 2 'Gloster Meteor'

by Chaz Bowyer published by Ian Allen Ltd in 1985. Fair price paid for copies in good condition. Write to the Editor via the editorial address (see contents page for details).

• **SURPLUS EGYPTIAN** decals (post revolution) in 1/48th and 1/72nd scale. Will swap for surplus KP, Hasegawa and Heller kits or will purchase. Also wanted, Revell 1/32nd scale MiG-21. Contact John on 01527 877843.

• **SQUADRON SIGNAL** 'Navy Air Colors. Vol.1 1911-1945' by Doll, Jackson & Riley. Reasonable price paid. Contact R.Dugdale, 26 Castleside Road, Denton Burn, Newcastle-on-Tyne. NE15 7DS Tel: 0191 2740785.

• **AIRKIT RESINS 1/72ND** scale conversion sets for the Spitfire PR.IC/D/F/G variants. Please contact Stas Sadowski, 1720 Lake Shore Crest Drive, #16, Reston, Virginia 20190, USA.

Messages

• **WOULD THE GENTLEMAN** who answered my advert for the Nichimo 1/20th scale Fuji Aerosubaru FA 200 please ring Andy on 01347 848487.

Pen Friend

• **MODELLER IN AMERICA** interested in sharing his love of aviation modelling (c. 1920 - 1950). Write to Thomas Backer, 310 Locust Street, Marysville, Pennsylvania, USA.

STAR 4

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Note small Canadian flag
on air intake above
serial number



Scrap views of
underwing detail



Note that although wing tip tanks
are sometimes omitted from these
drawings, this is done for clarity;
photo reference indicates
that these were always
carried, as normal



N° 421 'Red Indians'
Squadron motif on fin



After a short pause
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moving to Canada.
The aircraft is a CF-
104G, serial 104805,
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with stylised white
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commemorate
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30th Anniversary
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|--|---|--|
| 1. Does my present paint range allow me to mask models 30 minutes after spraying a color coat? | 6. Does it dry very, very fast? | water (distilled water works best)? |
| 2. Is it masking tape safe? | 7. Does it allow you to wet sand for touch ups? | 11. Does it spray as easily as it hand brushes? |
| 3. Is it compatible with any other range? | 8. Does it offer you "tone down" colors for that scaled effect? | 12. If mistakes happen, can they easily be removed by simply spraying some detergent over the freshly applied finish and rinsing it under the water tap? |
| 4. Can it be used under or over any other brand? | 9. Does it offer you an easy "water clean up" for your equipment after use? | 13. Does my present range offer me a really tough finish that will not peel, chip, or rub off once dry? |
| 5. Does it give me the smoothest finish available anywhere? | 10. Do you need special thinners or can you use plain | |

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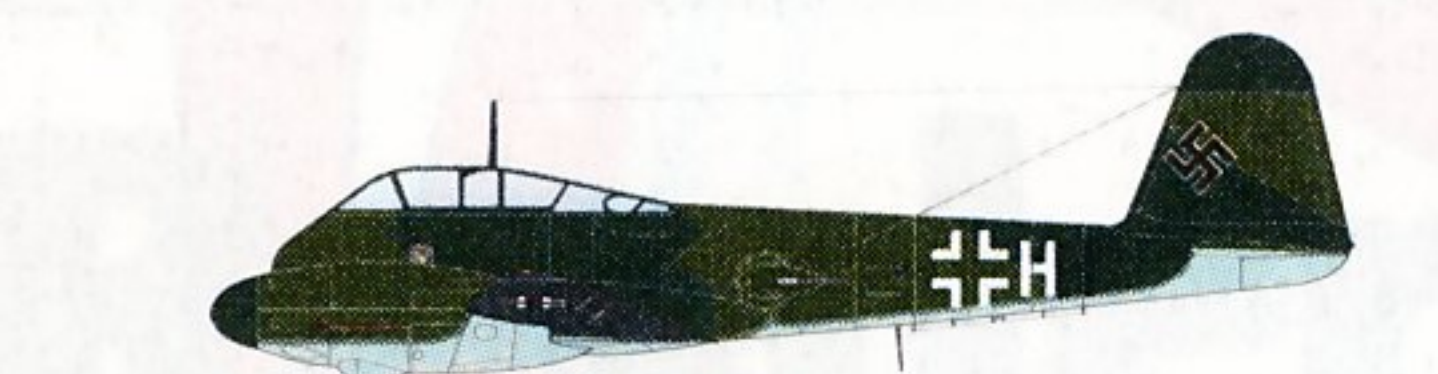
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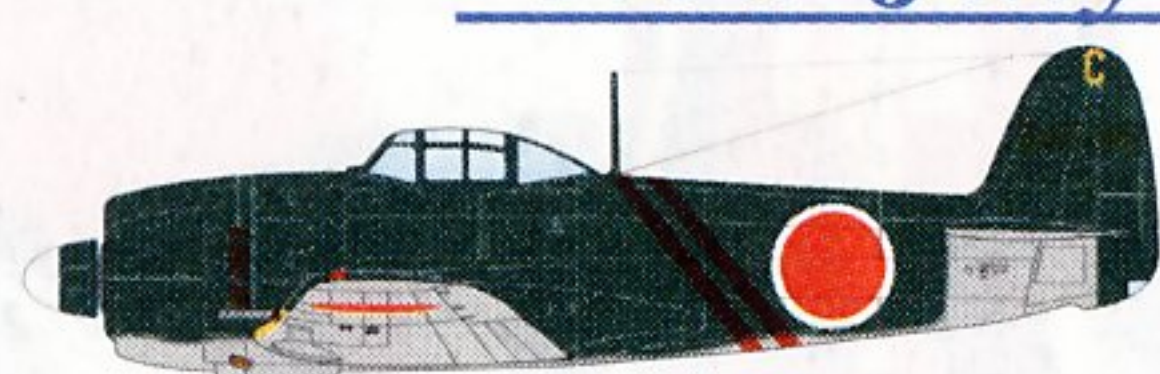
Basic Colors		1025 RLM 74 Graugrün	1045 US Sea Blue Gloss ANA 623	1061 Med. Green FS 34102	1102 Khaki
1001 Gloss Clear	1026 RLM 75 Grauviolett	1046 US Intern. Blue ANA 608	1062 Lt. Gray FS 36222	1103 Brown	1104 Tan
1002 Semi-Gloss Clear	1027 RLM 76 Lichtblau	1047 US Lt. Gull Gray	Japan WWII	1105 Interior Blue	
1003 Flat Clear	1028 RLM 78 Hellblau	1048 US Blue Gray	1089 Earth Brown		
1004 Tire Black	1029 RLM 79 Sandgelb	1049 US Interior Green	1090 Nakajima Navy Green	U.K. WWII	
Germany WW II		1050 US Interior Yellow	1091 Nakajima Navy Gray	1110 Dk. Earth	
1010 RLM 02 Grau	1031 RLM 81 Braunviolett	1051 US Orange Yellow ANA 614	1092 Nakajima Army Green	1111 Dk. Green	
1011 RLM 04 Gelb	1032 RLM 81A Braunviolett	1052 US Sand ANA 616	1093 Nakajima Int. Gry/Green	1112 Ocean Gray	
1012 RLM 21 White	1033 RLM 82 Dunkelgrün	U. S. Modern	1094 Mitsubishi Navy Green	1113 Med. Sea Gray	
1013 RLM 22 Black	1034 RLM 83 Lichtgrün	1053 Neutral. Gray FS 36270	1095 Mitsubishi Navy Gray	1114 Sky	
1014 RLM 23 Red	1035 RLM 84 Graublau	1054 Dk. Ghost Gray FS 36320	1096 Mitsubishi Interior Green	1115 Midstone	
1015 RLM 24 Blue	U. S. WW II	1055 Lt. Ghost Gray FS 36375	1097 Kawasaki Army Green	1116 Azure	
1016 RLM 25 Green	1040 US Olive Drab 41	1056 Lt. Gull Gray FS 36440	1098 Under Surface Army	1117 P.R.U. Blue	
1020 RLM 27 Gelb	1041 US Olive Drab 41 Faded	1057 Gunship Gray FS 36118	Gray/Green	1118 Ext. Dk. Sea Gray	
1021 RLM 65 Hellblau	1042 US Green 42	1058 Medium Gray FS 35237	1099 A/N Red Brown Primer	1119 Slate Gray	
1022 RLM 66 Schwarzgrau	1043 US Neutral Gray 43	1059 Tan FS 30219	France WWII	1120 Interior Green	
1023 RLM 70 Schwarzgrün	1044 US Sea Blue Flat ANA 607	1060 Dk. Green FS 34079	1100 Dk. Blue Gray	1121 Mediterranean Blue	
1024 RLM 71 Dunkelgrün			1101 Lt. Blue Gray	1122 Dk. Sea Gray	

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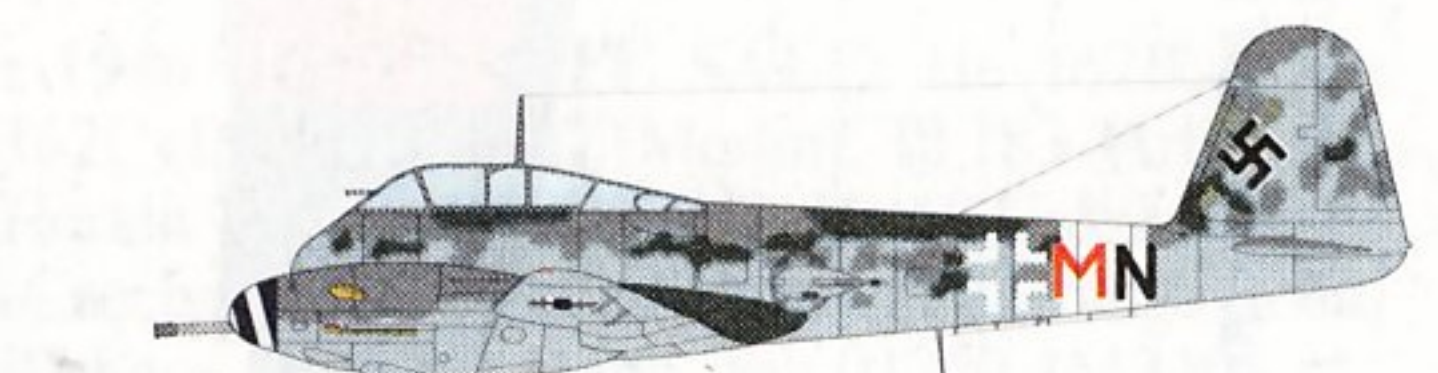
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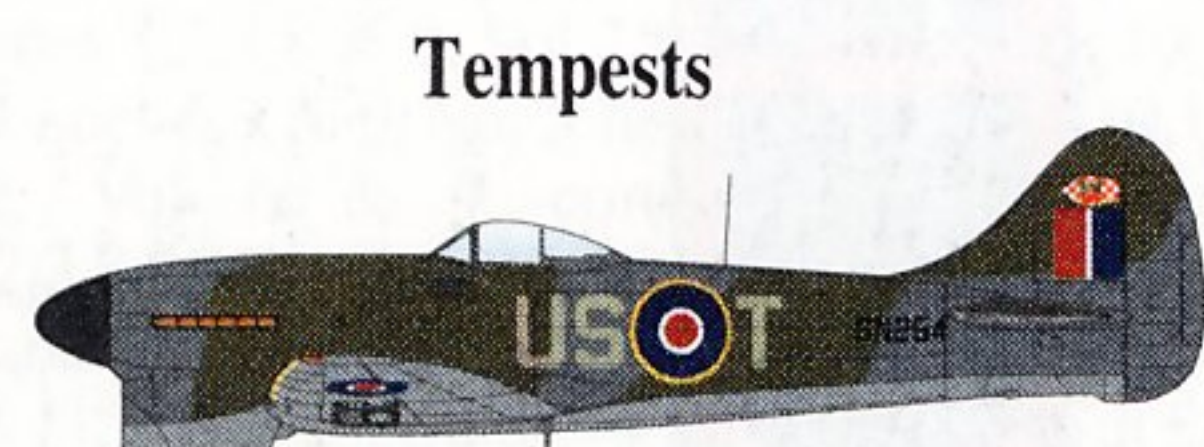
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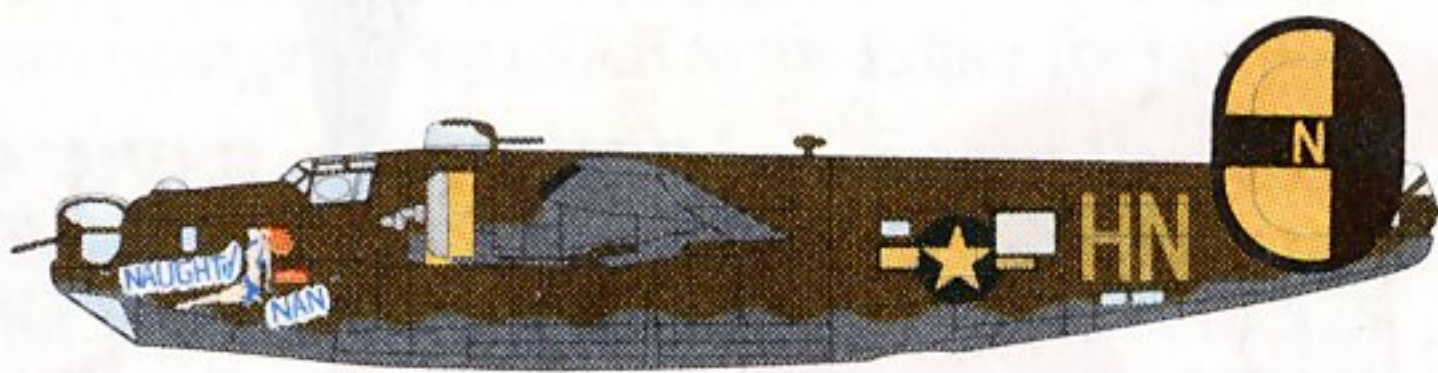
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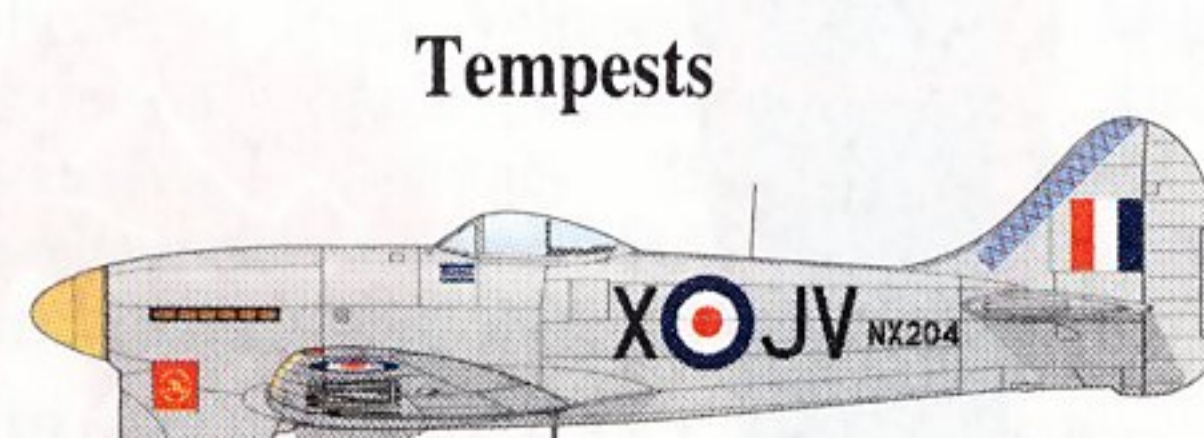
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